

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

TORQUE



No 2 Autumn 1997

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Discounts, deals and special offers. Get the most from your membership and save stacks of cash.



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international news

Weekends away

FANCY a weekend away with other club members, but don't want to get involved in complicated booking arrangements? Then how about taking part in our new 'Weekenders' programme?

The idea is to provide a simple format to enable packs, groups or individuals with a no-fuss way of holding club weekends.

To operate an event the

organiser should select an area and hotel (check with the hotel if they will offer a special rate). They should then inform their pack leader and club HQ so the weekend can be published in the pack newsletter and in *Torque*.

Other members wishing to join in can then book their own accommodation and just turn up at the appointed place.

No need to co-ordinate bookings or to confirm places. Simple!

Standard start times of 1pm on Saturday and 10am on Sunday would ensure that people know when to turn up.

The organiser should plan a route and, if possible, hand out route details. Members can then follow the route, splitting into groups depending on numbers.

They would return to the hotel at the end of each day's ride, allowing those staying there to have drinks and dinner together.

If you want to set up a Weekender, or want to discuss the idea, further, call club HQ on 01455 891515.

Gage leads Thunder series

AMERICAN Michael Gage has put his Triumph T595 into a commanding lead in the competitive US 'Sounds of Thunder' race series.

At the halfway stage, Gage has taken four wins and hatful of top three finishes, plus fourth place at Daytona on a lightly modified machine.

Thai riders TT trip

RAT Thailand branch has got off to a flying start with a track day at the Peera Circuit near Pattaya and a programme of weekly and monthly runs.

Their first run took place on June 15 when 16 bikes joined up for a ride into the mountains near Karnchanaburi by the River Kwai on the Burmese border.

Future plans include a programme of discount arrangements for members and regular newsletters.

Triumph's Thai importer, Thunderbirds Ltd., are running the group and are willing to rent Triumphs to RAT members visiting Thailand who wish to join in their activities.



Thai RAT members take a rest at the Srinsakarin Dam near Karnchanaburi on their first club run.

INTERESTED in joining a club trip to next year's Isle of Man TT races? We are hoping to set up a package deal covering ferry crossings from the UK, quality hotel accommodation and some club activities, but need to gauge interest before going ahead.

The party will be limited to around 30 people and the trip will cover some of practice and all of race week - probably 12 days.

We are looking to

organise a first class trip rather than a budget approach, so while the holiday will not be cheap it will be a TT to remember. We can even help organise the hire of a Triumph in the UK if you don't want to, or can't, bring your own bike.

If you are interested, write to the club headquarters and we will let you know schedules and costings when they are finalised. Places will be allocated on a 'first come first served basis'.

Hot times *in the hills*

BLAZING hot sunshine and fantastic riding country welcomed around 250 members who took part in the club's first Summer Festival in Germany's Black Forest region in August.

Based in the beautiful spa resort of Bad Peterstal, the event covered three days of riding, eating, drinking, having fun and talking Triumph and attracted members from Germany, the UK, France, Italy, Holland, Sweden, Norway and the Czech Republic.

Things got underway on the Friday evening with a welcome party including a special R&G green welcome cocktail and traditional dance and music followed by a disco. The food service, bar and beer and wine pavilions stayed open for as long as anyone wanted to use them, ensuring a late night for many rallyists.

Saturday saw most people take advantage of the exhilarating



twists and turns of the superb Black Forest to join one of two guided tours, follow a suggested route included in the rally guide or chase the clues to answer the questions in a treasure hunt tour.

Others simply bathed in the sun and enjoyed the food and drink on the rally site before the Fun Olympics. Rally games got underway later in the day.

With entrants

split into eight teams of five, the games included throwing a motorcycle frame (not a Triumph!), running in a never ending conveyor till and carrying a football on a pole while running over benches. The highlight for many spectators came when one of the conveyor runners started to lose his shorts but refused to turn down to put things right!

The winners were a team of German members

from the Stuttgart area led by S&G Motorcycle's pack leader Dieter Beckels, but everyone who took part received a prize.

There were prizes also for the winners of the treasure hunt. Thomas Sedlmayr and Klaas Akkermann won Triumph watches, while Andreas Beilke and Steffen Weisach took away special American Triumph t-shirts. The main prizes of Triumph jackets were won by Susanne Kraus and London policeman John Mickleborough.

Continued on page 30



TT promise

NEW Zealander Shaun Harris gave Triumph's new TS95 a strong debut in this year's Isle of Man TT races, recording a fastest practice lap of almost 114mph on the super tough 37.75 mile public roads circuit.

Riding for the Jack Lilley Racing team, Shaun received massive media coverage for his efforts and incredible support from the huge TT crowds. 'It makes me feel very special to be here, racing a British bike at a British race meeting,' he said.

The race bike formed the centrepiece of the Triumph-only car park at the R&T TT Party at the Creg Malin Hotel, Peel, during Mad Sunday. Over 70 people took advantage of the sunny weather to pack the forecourt of the hotel, listening to a terrific blues rock band and talking Triumphs.

The race potential of the bike was blunted by wet weather on the day of the Production TT, which was run from three to two laps, but despite having had no time to set up the bike for damp conditions Shaun still managed to finish a creditable 24th out of 60 finishers.



Knee rider Shaun Harris gave the TS95 a strong debut in the Isle of Man TT races.

New A

PACK of new membership gifts has been put together for all members renewing or joining the club after September 1.

From now on, all members will receive a RAT '98 badge with a brooch fastening, a useful showerproof currency

wallet featuring the club logo and a windscreen sticker with the club logo.

It's the next step in building up an exclusive range of goodies that members can collect over the coming years.



Magny Magic

Réunion Triumph dealer Jean-Paul Magnoni defended their 1996 win as one of nine Triumphs in the events, but had a hard fight from the back of the field after losing half an hour in the opening stages when Magnoni slid off on oil spilled on the track by another bike.

The pair recovered to pull through to 15th by the close, with G Jolivet and S Huchet coming home as the first Triumph in fifth place on their Speed Triple based machine.

Triumph France's Yannick Lejaouan and team-mate Francis Guilbert took their Triumph to third place in Sunday's 200 Miles event.

FRENCH members from all corners of the country came together at the Trophée Moto European at the Magny-Cours circuit near Nevers on July 13 and 14.

All were able to make use of the club hospitality tent during the event, which was particularly appreciated during a downpour on the morning of Monday's 600 Miles race.

Triumph France chief Gérard du Chassis and La

Pass blasters

RIDING the superb 77 mile Clearwater River run to Lolo Pass was the highlight of the club's first Annual Northwest Regional Rally in Washington State, USA, on June 28 and 29.

Although the club is still in its infancy in the area, the weekend brought together over 25 members who had a great time, thanks to the efforts of the Lynnwood Barn Cycles and Cascade Moto Classics packs.

The event started with a ride up the spectacular 'Spiral

Highway' which winds up the Snake and Clearwater rivers and acted as a taster for the afternoon's Clearwater River run.

A boat ride and dinner finished off the day in quieter style, with an overnight motel stop and breakfast at the Bridgestreet Connection in Clarkston, refreshing everyone for Sunday's ride home.

Special thanks to organisers Al Kinney, Matt Marici and Steve Peterman. Plans are already in hand for next year's event and other activities throughout the year. Contact Cascade Moto Classics or Steve Peterman on (206) 558 9282 for more details.

Alsace delight

OVER 40 club members from Britain, France and Germany joined up for the club's Tour of Alsace weekend.

The first meeting took place at the superb French National Motor Museum in Mulhouse, followed by an overnight stop and dinner in a lakeside hotel in the village of Guebwiller.

Despite disappointing weather the party toured through the spectacular hills of Alsace before joining local members in Colmar for a mass ride to the north of the region for a

traditional lunch in a country restaurant.

Bill Saker of London dealer Boyer Racing recalls the scene in the latest edition of his pack's newsletter: 'The local people stood at the side of the road clapping and calling "Triumph, Triumph!"'

Once out of Colmar the line of Triumphs on the road north to Strasbourg stretched back for over a kilometre, with every model from T595s and Speed Triples to Trophies, Adventurers and Thunderbirds represented.



Damp but delighted. Despite poor weather the club's Alsace weekend brought together a terrific mix of French, German and British members on all sorts of Triumphs.

Latin fun

CLUB activities in Italy have really started to roll with a series of 'Mini RAT' runs organised by Italian Triumph importers Numero Tre.

The runs will be held by dealers on the evening of the first Wednesday of every month, taking in about 100 kilometres and a meal. The first ride, organised by Numero Tre's Milan dealership on June 4 attracted 60 people on 50 Triumphs. Taking in the beautiful roads around Lake Maggiore and dinner in Arona, the group then took the ferry from Intra to Laveno before heading for home.

The second Milan pack outing saw 40 members ride through the hills around Piacenza, while the Florence pack headed for a farmhouse restaurant in the country and 20 members from Rome visited lake Bracciano.

Water RATs

THE RATs of Kuwait had a great day when they made their debut in the annual Messilah Beach Raft Race. Twelve members donned Triumph t-shirts for the event to make up one of the 51 teams and although they didn't make the final due to lack of practice and experience, they enjoyed every minute.



Kuwait's RAT Pack raft team joined in the fun at the annual Messilah Beach races.

Generation gap

MALLORY Park's Post TT 'Past Masters' race meeting saw an unbeatable blend of old and new racing sights, summed up by this picture of veteran American racer Gary Nixon on a modern Triumph T509 Speed Triple being chased by British 'young gun' Danny Imberg on the Carl Rosner Motorcycles' classic Triumph Triple racer.

Gary took seventh and fourth places in the Past Masters races, while Danny captured second in class in the Forgotten Era class.

Around 30 RAT members took to the track during the lunch break to take advantage of the free parade laps laid on for club members.



Compare the styles as veteran Gary Nixon (Triumph T509) heads young Danny Imberg (Triumph triple) in practice for the Past Masters meeting at Britain's Mallory Park.

WHAT'S
HAPPENING?

Autumn Gold

SAY goodbye to the Summer in style at the Triumph Autumn Gold Rally in beautiful Southern England on October 4 and 5.

Based at The Hop Farm, at Beltring, near Paddock Wood in Kent, Sunday's rally will feature see a host of activities such as karting and quad riding and the farm's permanent attractions which include a Shire Horse centre, animal village, farm museum and nature trail.

There will be Triumph

only parking, ride-outs led by local RAT members and a marquee with bar and refreshments.

But why not make a weekend of it and join us for the RAT barbecue party on Saturday night?

Based in the rally marquee, we will have music, food and a bar, providing the ideal atmosphere to get into the rally mood.

Entry to the Hop Farm complex costs £5 per person per day. There is no additional charge for

joining the party on Saturday evening or taking part in Sunday's rally.

There is camping on site (bookable in advance) at £5 per head per night, plus ample local hotel accommodation. To book camping, please contact the Hop Farm direct on +44 (0)1622 872068.

Hotel information is available from the Tonbridge Wells Tourist Office on +44 (0)1892 515675. For overseas

visitors, the site is easily reached from the Channel ports, being just off the M20 which serves Dover and Folkestone and the A26 north from Newhaven.

THE Hop Farm
AND
Shire Horse Centre

A Great Day Out
in the Garden of England

See South Africa

WE have joined with travel specialists *Ser South Africa* to offer RAT members an unforgettable exclusive motorcycle tour of the country on their own Triumphs between February 10 and 22, 1998.

The guided tour starts from Durban, where members can collect their bikes after shipment, and will include stops in a Zulu village, historic battlefield sites and a game reserve and the chance to ride at the Kyalami grand prix circuit.

Based on a minimum of 20 members taking part, the

basic trip costs £1620 per rider (pillion pay £1510), with a single supplement of £497. Shipping costs £480 per machine. Note that these prices do NOT include air fares.

Some members may wish to seek the cheapest fare available, or *Ser South Africa* can recommend a bonded South African specialist agency for individual or block bookings.

Confirmed bookings for this trip need to be received by October 15, so act now if you want to take part. For further information contact David Dixon at *Ser South Africa Ltd* on +44 (0)181 395 6060.

To get a taste of South Africa, read *On Two* for Ian Kerr's report of his own exploits.

Beaujolais Run



REMEMBER last year's first R47 Beaujolais Run? Answered, French truck drivers blockaded the autoroutes and the Channel Tunnel caught fire. And the 40 or so R47 members who overcame the odds had a brilliant experience.

If you missed out last time, now's your chance to join the fun and take part in the superb events surrounding the launch of Beaujolais Nouveau on November 19.

The evening starts with dinner, unlimited wine and a cabaret show for around 2000 people in a huge marquee in the village of Beaujeu in the heart of the Beaujolais hills.

Exploding fireworks mark the approach of midnight and then, as the church bells ring out, the year's Beaujolais Nouveau is uncorked for sampling in the village's church square. Then it's back to the marquee for more music and dancing until the small hours.

To make it easy to join in we have just organised a package which covers the whole evening, including hotel and breakfast. All you have to do is get there!

To make the trip even more memorable for riders coming from the north, there will be an 'official' start to our run from the Champagne capital of Reims at 10am on the morning of Wednesday November 19.

Every rider will be flagged away individually, giving us the chance to form an impressive group for the ride down to the Beaujolais.

Our group will be based at the Campanile hotel at Belleville, just off the motorway exit for Beaujeu, where you will be served a welcome drink on arrival and have the chance to swap stories of the trip

with other club members.

A coach will then ferry us to the party and bring us back, so there are no worries about drinking and riding, and there will be a commemorative certificate for everyone making the trip.

The cost of the package, including hotel and breakfast, bus transfers, entry ticket to the party with dinner, cabaret and wine and commemorative certificate, is just £75 (675 Ffr; DM 225,-) per person. There is a single room supplement of £12.50 (112 Ffr; DM 38,-).

You should make your own arrangements for travel and accommodation to and from the event, but call the club office on +44 (0)1455 891515 if you need any help or advice.

International Club Manager Neil Webster will be leaving the factory for France on November 18 and would welcome any members who wish to travel with him.

We have reserved 50 tickets for the party and 30 hotel rooms. These will be allocated on a 'first come first served' basis, so if you fancy a real adventure, contact club headquarters as soon as possible (the address is on page three).

Unfortunately, as all tickets and rooms have to be pre-paid by the club in advance, there will be no refunds if you are unable to attend since having booked a place.

It may not be an easy ride, and we may not be able to guarantee good weather, but we can promise you a trip you will remember for years to come.



Aussie rally

TRiumph fans in Australia are holding their third annual New Triumph Rally at Mount Beauty, Victoria, on October 11 and 12.

The rally is open to anyone with an interest in Triumphs, even if they ride another make of machine, and the programme includes

guided tours, technical workshops and a rally dinner, plus optional outings including karting, tobogganing above the snow line and motorised trike flights.

The event is being run by Triumph Australia who can provide more details from their rally office on 0519642 5660, fax 0519600

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Alabama bound

MEMBERS in the South Eastern states of America are holding their own regional rally.

Based at the Barber Motorsports Museum in Birmingham, Alabama, the event takes place on September 28 between 11am and 3pm and includes a tour of the museum and a barbecue lunch.

Entry to the museum costs \$10 per person, with the collection including over 325 classic motorcycles including MV Agusta and Britten road racers.

Everyone is welcome to attend and RAT memberships will be available on site. Triumph America will also be displaying the new 1998 models.

Coming up next year

WE are already working on the club's 1998 programme, allowing you to plan your riding season. Much has still to be settled, with full details appearing in future editions of *Torque*, but make a diary date now for the following events:

▼ April 10 - Triumph Track Day, Mallory Park, Leicestershire, England.

A chance for all Triumph riders to try their bike on a real race circuit. The event takes place on Good Friday and we will be having a barbecue the previous evening for riders wanting to arrive early. Run by track day specialist Phil Derbyshire, the day will be open to Triumphs only, with special discounts for RAT members.

▼ April 26 - Spring Rally '98, Stanford Hall, England.

Our season opener attracted 500 people when we held the first event earlier this year and we are already working on ways to make it bigger and better for '98. Full details later, but the site has again been booked for the last Sunday in April, so keep your schedule clear.

▼ May 1-3 - Tulip Rally, Warmond, Holland.

Triumph's Benckel importer is based in the heart of the Dutch billiards, just a few miles from the coast, and they have timed their first major RAT event to coincide with the spectacular flowering of the tulips. A magnificent sight, not to be missed.

Diary dates:

▼ 1997 -

- September 6-7 Triumph International Rally, Galaxidi, Greece.
- September 11-14 USA National RAT Rally, Steamboat Springs, Colorado.
- September 13-14 Ace Cafe Reunion, Brighton, England (reserved RAT parking).
- September 28 USA South-East Regional Rally, Barber Motorsports Museum, Birmingham, Alabama.
- October 4-5 RAT Autumn Gold Rally, Whitbread Hop Farm, Kent, England.
- October 11-12 New Triumph Rally, Mount Beauty, Victoria, Australia.
- November 18-20 RAT Beaujolais Run.

▼ 1998

- February 10-22 See South Africa tour
- April 10 Triumph Track Day, Mallory Park, Leicestershire, England.
- April 26 Spring Rally '98, Stanford Hall, England.
- May 1-3 Tulip Rally, Warmond, Holland.

Triumph over Africa

Ian Kerr had a dream of riding along the southern coast of Africa.

A Triumph proved the ideal partner for an unforgettable journey.



The idea was very simple. Ride a Triumph along the coast of South Africa starting at Cape Town and ending up back in Johannesburg. The map showed it to be straightforward with no real problems apart from the high mileage, and Chris Speight of Triumph South Africa had laid on a brand new Daytona 900 for the trip. What more could you ask for?

The first minor hitch was that my luggage, including my riding kit, got lost between Jo'burg and Cape Town. This was eventually found, but I was already behind schedule and left Cape Town a day late.

I headed straight out of town and down the coast towards the Cape of Good Hope. The sun was shining and the temperature was in the 80s, but the bike just lapped it up. The road literally followed the coastline down towards the most south westerly point of Africa.

New hazards unknown in the UK - baboons who just jumped out and wandered across the road whenever they felt like it - tested the brakes out and bedded them in quickly.

Still the Triumph took it all in its stride, including the undulating road to the actual 'Cape'. Then it was back up the coast and out towards the north

of Cape Town for an overnight stop to view Table Mountain and Robben Island where Nelson Mandela was imprisoned for many years.

A gentle start maybe, but I had agreed to go out with the local bike club the following day as this was run by Andre Eygelaar from the Triumph dealership. 'Hidden agenda', I felt, as the large crowd gathered around the bright yellow machine expressing (purchasing) interest.

Once everyone had turned up we headed off down through the vineyards to the breakfast stop on the coast at Strand. Here we split up and Andre and friends took me and the Triumph storming over the four main passes on the way back.



Intrepid explorer Ian Kerr collects the Daytona's keys from Cycle Cit.

The three cylinder motor worked hard as the small convoy literally flew past lines of traffic before entering almost deserted countryside and

encountering magnificent views across towards Cape Town.

The roads were mainly tight and twisty, but alternated with fast open bends which were taken well in excess of three figures. There are legal limits, but nobody seems to worry too much and whatever pace you deem acceptable is okay.

Two hundred and fifty kilometres at temperatures close to 100 degrees was not having any effect on the bike, but it was on me. This, and the advice passed on by the guys at the bike club, led me to believe that I was being a little ambitious in what I was planning to do.

The following day I decided to see the garden route and surrounding areas in greater detail, rather than end up flying through the countryside and seeing little of anything.

Ceres is to the north and has some spectacular passes and roads and views that make you want to stop and take pictures around every bend. However, you realise that once you have snapped one, the next one will be better, so the camera stayed in the tank bag and I just soaked up the atmosphere and views, letting the Daytona burble along.

Plenty of signs warned of the baboons as I made my way towards Montagu, home of the hot springs, for the night. Accommodation and meals were proving to be exceptionally cheap thanks to the favourable exchange rate.

The following day I made a bad



The wild open spaces of South Africa. A common hazard is the appearance of baboons crossing the road, very good for bedding in brake pads!

map reading error, not realising that the road became un-made half way along the route I had planned. The hard packed surface would not have been a problem if the weather had remained hot, but it had turned to heavy rain and the surface was like sheet ice.

As I had found out, Bridgestones provide excellent tarmac grip, but on this new off road surface they were worse than useless and it was like riding on ice.

I just knew I was going to drop the bike. Fortunately when it did go down, the throwover panniers saved the day

and there was absolutely no damage.

Having bosed all the mud off at a local garage - where they were intrigued to see a motorcycle in the middle of nowhere - I stayed in Mossel Bay for a couple of days, having rejoined the Garden Route.

The trip up to the famous Cango Caves showed that I was carrying far too much weight in luggage as the bike felt almost like a 250 in comparison to the previous days.

From here on the Triumph followed the coast road with stops being made at Knysna, one of the main resorts on the coast. I then headed up into the desert above Port Elizabeth and found long straight roads that seemed to go on forever. The horizon just shimmered as the heat rose to the 100s, although rarely did the fan cut in on the bike.

Despite these changes in temperature and humidity, the carburation was never anything than spot on and the petrol stations were relatively plentiful considering the location. The bike may not have been suffering, but I was, and I headed back down to the coast and some welcome sea breezes, as well as roads with bends in them.



Above: Ian Kerr with trusty Daytona laid on by Triumph of South Africa.

Left: Was Ian carrying too much luggage? The Daytona felt like a 250 with the load left in the hotel.

After staying just outside Port Elizabeth, I took more advice and decided not to go to Durban so I began to retrace my steps along the coast. The main N2 may be shown as a motorway on maps, but not as I know them. It ranged from single carriageway to dual carriageway along its route. It also had traffic lights and junctions as well as passing through towns.

Whenever I went through any habitation or stopped, the bike was always the centre of attention, although it never seemed at risk. People just looked and wanted to talk. Not one driver seemed to miss it either, many pulling over to let me pass. Yellow is definitely a good safety colour.

The scenery was varied, open fields to coastal, but virtually all with mountains in the background. While Laurence of Arabia raced a train, the Daytona and I took on a large ostrich that was loping along in a field next to the road. These are the fastest things on two legs, but the Triumph pulled away as the speeds rose above 60mph!

In fact it became something of a novelty to see a horse, cow or sheep in a field, such is the breeding programme of these large flightless birds in South Africa.

The road down to Cape L'Agulhas is not very exciting. Fifty miles of nothing until reaching the coast and seeing the magnificent colour changes in the sea, as the Atlantic meets the Indian Ocean at the southernmost points of the African continent.

From here the Triumph followed the picturesque coastal road back through the holiday resorts with white sandy beaches up to Cape Town and back to the Cycle City

Triumph dealership.

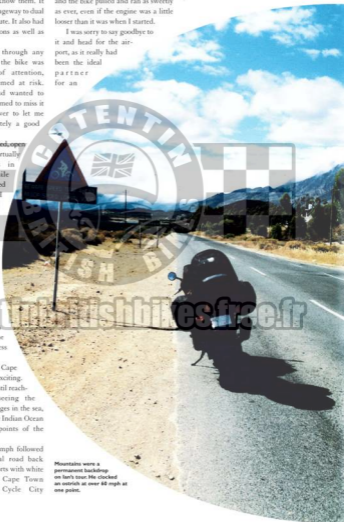
The odometer showed 3,300 kilometres, having had just a mere 100 on it when I picked it up.

The chain had not stretched at all and the bike pulled and ran as sweetly as ever, even if the engine was a little looser than it was when I started.

I was sorry to say goodbye to it and head for the airport, as it really had been the ideal partner for an

unforgettable journey.

You too can see South Africa. See 'What's Happening' for details of our exclusive Triumph tour.



Mountains were a permanent backdrop on Ian's tour. He clocked an ostrich at over 60 mph at one point.

Hot, bird

Triumph has taken its classic Thunderbird range into new territory with the launch of the new Sport model. Neil Webster got to try one of the first production machines.

TAKE the classic lines of Triumph's Thunderbird, add a slice of extra performance, handling and braking to match, and a pinch of styling panache, and you have the recipe for something special - the new

Thunderbird Sport. For the rider looking for timeless Triumph style with modern sports performance standards, the Thunderbird Sport offers the ideal package.

The engine retains the Thunderbird's three cylinder engine design, but with top end power uprated from 70 to 83 PS. Running through a six speed gearbox, the result is bags of easily accessible performance



right through the rev range.

And the chassis has been developed to cope with the extra performance. The suspension is fully adjustable front and rear, offering longer wheel travel than the standard Thunderbird, while wide rimmed spoked wheels accommodate modern sports tyres. Braking is by twin 310mm front discs and single rear 285mm disc.

Weighing in at 224kg (494 lb), the whole package represents fantastic back lane fun.

Fire up the three cylinder engine and the bark emitted by the straining twin silencers immediately hints at the extra performance on tap. Let the clutch out and the sporting intentions of the updated suspension are also clear.

Where the classic Thunderbird offers a soft, relaxed ride, the Sport version is much firmer both at the front and rear. That soon translates into rock steady handling when the bike enters its true element along swinging country lanes.

Use the extra power to fire along a straight, snick down the six speed box to select the correct ratio and power round the next bend and the Sport stays rock steady. No wallow, no

weave, just an invitation to get to the next turn as quickly as possible. Great fun and all achieved in superb style.

The riding position retains a classic upright style, a million miles away from a cafe racer 'sports' crouch, but with still enough forward bias to prevent high speed riding becoming a pain in the neck. Relax and go with the bike

and it swoops through bends without being pushed or manhandled.

The front 120/70 and rear 160/70 tyres offer loads of confidence-inspiring grip at even extreme lean angles and when you need them, the three brake discs scrub off speed quickly and efficiently.

It's a combination guaranteed to bring the smile to even the most experienced motorcyclist's face.

And that's just riding it! Step back and soak up the original line. But



track inspired three-inns-two exhaust system and attention-grabbing twin reverse cone silencers and eye-catching paint jobs and there are even more reasons to enjoy being in the company of a true original.

A dedicated range of accessories, including a single seat and cowl conversion and flyscreen (see page 25 for details) allows owners to further customise the Sport to their own taste.

The Sport will be unveiled to the public at the Milan Show between September 16 and 21, with the first machines expected to be with dealers by late October.

Don't miss it!



Specifications

Engine -

Type:	Liquid-cooled, DOHC, in-line three cylinder 885cc
Capacity:	885cc
Bore/stroke:	76 x 65 mm
Compression ratio:	10:1
Fuel system:	3 x 36mm flat slide CV carburetors

Transmission -

Primary drive:	Gear
Clutch:	Wet, multi-plate
Gearbox:	Six speed
Cycle parts -	
Frame:	Micro alloyed high tensile steel
Swinging arm:	Aluminium alloy
Wheels:	Front: Alloy 36 spoke, 17" x 1.5"
	Rear: Alloy 40 spoke, 17" x 1.5"

Tyres:

Front: 120/70 R 17
Rear: 160/70 R 17

Suspension:

Front: 43mm forks with triple rate springs adjustable for compression, rebound damping and pre-load.

Rear:

Monoshock adjustable for compression, rebound damping and spring pre-load.

Brakes:

Front: 2 x 310mm discs
Rear: 285mm disc

Dimensions -

Length:	2250mm
Width:	700mm
Height:	1105mm
Seat height:	790mm
Wheelbase:	1580mm
Dry weight:	224kg

Performance -

Maximum power:	83 PS at 8500 rpm
Maximum torque:	76 Nm at 6500 rpm
Maximum revs:	8750 rpm

Colours -

Racing Yellow & Jet Black or Tornado Red and Jet Black.

Other new releases for 1998 include the popular Sprint in a choice of Sports or Executive specification and new colour schemes for the T595 Daytona, Trophy and Adventurer models.



▲ Sprint Executive

Sports Sprint ▲

▲ T595



Trophy ▲



▲ Adventurer



Letters

Track days

MY reason for writing is to vent some frustration at the apparent apathy amongst Triumph owners and their apparent unwillingness to risk a little in attending a track day.

I booked for both track days at Mallory Park as listed in *Touque*, but two weeks before the date of the first event was contacted by Mallory to say it had been cancelled as not enough people had applied for places.

I was more optimistic about the track day on June 24 and was looking forward to an intensive day with fun built in. I only took mine that day as I was suitably run in. But when I called Mallory to check my booking I was told that again the response had been too low to go ahead.

I find it hard to believe that so few are interested in such an event. Was it because it was held on one of the 1500 Triumph dealers only interested in promoting about on the weekend?

Your comments on this would be greatly appreciated together with any information about future events you may be

considering at race tracks.

Peter Boshier, Wokingham, England.

We have been trying many ideas this year to discover what sort of events appeal to RAT members and I have to admit that both myself and the guys at Mallory were disappointed by the lack of interest in the track days we proposed.

Comments I have received from members range from not wanting to risk damaging new and expensive machines by worries about fuel and engine wear to the cost of attending such events.

As you may have read earlier in the magazine, however, we are already working on a major event taking place in the early next year along with a series of track days to support it. I'll be back in *Touque* with more details on that.

This will be run at Mallory Park on Good Friday (April 10) and will include a bike show on the previous evening. The day will be open to Triumph only and although it will not be exclusive to the club, members will get a significant discount on the price of entry.

I hope that you and other members will take the chance to come along and make it a great event. Full details will be in future editions of *Touque*. But please will be invited, so if you want to book a spot, call the club office 01493 71011.

Beaut' Trophy

THANK you for my membership package which arrived a few weeks ago. My membership of RAT has stirred up another Triumph fever in our local chapter of the United Club, an Australian motorcycle club (with 2000 members) and you may hear from them in the near future.

My Trophy 900 is the second Hinckley Triumph I have owned, and what tremendous motorcycles they are!

The Trophy and I have now done just under 20,000 kilometres and I have enjoyed every one of them. Last year we rode down to

Victoria (at the New Triumph Rally at Mount Beauty - a total of 11,445 kilometres in three weeks in everything from tropical rain to snow and 45 degree heat) and we were a million miles from the bike, although I can't say the same for the ride.

Bob Truman, Sanderson, Northern Territory, Australia.

The New Triumph Rally at Mount Beauty, Victoria, is a brilliant event organised by our colleagues at Triumph Australia in October. See the news pages in this edition of *Touque* for more details. NB.

myself and my wife were delighted by the performance AND COMFORT of the machine.

We experienced very little wind blast or fly splats due to the taller screen and we felt very proud to be riding our bike, which attracted attention wherever we stopped.

I have a sticker on my panniers with the words 'Triumph - It's good to Touque.' Could be a good catch phrase?

Geoff Tullett, Truro, Cornwall.



Sports minded

HAVING heard rumours of a Thunderbird sports model, I thought readers might like to see my bike. Hope you like the registration made!

Jürgen Scheidler, Motorradler-Zubehör, Wacker, Austria.

One incorporation of a sports Thunderbird. How does it compare to the real thing? What about that number plate?



Special project

WITH reference to the letter in the *Sturmer* issue from GA Green about the French built X90, I thought other members might be interested in my bike.

At present I am in the process of customising my Trident using one-off bodywork which was originally inspired by the Vetter designed Hurricane and subsequently influenced by others of the X90 styling cues.

Although still at the fabrication stage and intended only for my bike, perhaps other owners might like to contact me. Who knows? Perhaps it would be feasible to produce a limited run of replicas.

I can be contacted on 01684 850255.

DJ Chadband, Tewkesbury, Glos., England.

Stanford thoughts

I AM sure you require feedback on the Spring Rally at Stanford Hall, so here are my reflections.

To start with I was very impressed with the T995. It made me feel like a boy racer and the exhaust note is heaven. Well done, but as I'm getting older I did like the Tiger for its more relaxed and enjoyable ride. This will be my next solo bike.

On the rally side I thought, as did quite a few others that I spoke to, that you put on a good show, with the tent and food etc, but that it was too short.

It must have Saturday night activities with camping or bed and breakfast if preferred, so we can have a few beers in a relaxed mood in a

club tent with soft music as most Triumph owners like to talk about bikes. A longer event would also make the trip more worthwhile for foreign visitors.

All-in-all we have the makings of a good club, but please reconsider the £30 membership

fee as I feel it will put some people off.

I enclose another photo of my 1200 XL Heddingham outfit, as featured in the first edition of *Tonque*, this time taken at the Isle of Man TT with a blue Tiger from Scotland.

Mike Hardy, Peterborough.

Thank you for the thoughts Mike. You will see that we are planning a full weekend event to round the season off, with our Jackson Gold Rally in Kent in October. Hopefully you and your friends can come along and help make it a success.

Regarding the membership fee, we have set it at a level where we feel we can provide the sort of quality service that Triumph owners expect. That includes a quality magazine, heavily subsidised events (remember that the club made no charge for entry to the Spring Rally), a gift pack worth receiving, an international programme of activities and discounts and dedicated full time staff.

Trying to run the show on a shoestring would end up satisfying no-one, so we hope we have found a balance that will suit most people. Remember that RAT is a non profit making organisation. All funds raised by the club are used to provide events, services and support for our members. NW



Mike Hardy's Triumph/Heddingham outfit at rest in Douglas, Isle of Man, during this year's TT.

Training testimony

YOU may recall that in the Winter 1996 edition of *Tonque* you publicised a series of special dates secured by RAT for high performance motorcycle rider training courses with Shire Training Services.

I had been contemplating advanced training for some time before reading your article and was consequently prompted to look up with STS for a special RAT weekend on May 12/13. I was surprised and disappointed however to discover on arriving at the course hotel

that no other Triumph riders were present for the course.

Having completed the course I can assure all my fellow RAT members that the two day course was thoroughly worthwhile and fun.

I regard myself as an experienced rider, having covered well over 50,000 miles in the last five years on Triumphs alone. However, I still learned a great deal through the course, which has enabled me to extract considerably more performance from my Triumph while riding with greater awareness of safety.

I can honestly say that the course far

exceeded my expectations and I can wholeheartedly recommend it to all riders.

Triumph produces some of the best bikes in the world. Through RAT and STS let's make Triumph owners the best riders on the road.

Jeremy Collins, Clapham, London.

What more can we say? Details of your experiences relating to any RAT activities, events or offers are always welcome. It's the best way we have of making sure we are providing members with the best service possible. See the Club Services pages for details of the STS courses. NW

Quality counts

Triumph's reputation for quality

motorcycles has been earned through

an attention to detail that runs throughout the manufacturing process. Neil

Webster talked to the man responsible for maintaining that vigilance.

PETER Coates is a mild mannered chap. As meticulous when checking and measuring sample components as when looking after his pristine Triumph Trident, he usually looks calm and collected. But any supplier who tries to pass on less than perfect parts soon discovers his other side - courtesy of a sharp no-nonsense telephone call.

Because as Team Leader of the quality control team, Peter Coates is the man charged with protecting

Triumph's reputation for quality motorcycles.

It's a process that starts as soon as a component is sketched by the design department and continues right through the production stage to when the bike is being ridden by a customer,' he explains.

'We don't ignore anything. Eighty per cent of the time is spent working with component suppliers, but we also monitor warranty questions and comments from dealers at the other

end of the scale. Everything is then fed into the system and we hope to continually improve our bikes.'

At drawing board stage, the nine-strong quality and inspection team contribute their production experience to eliminate any potential problems as early as possible. The design is then placed with a nominated supplier and a quality engineer assigned to work with them during development of the component until the first production samples can be submitted for an Initial Sample Inspection Report (ISIR).

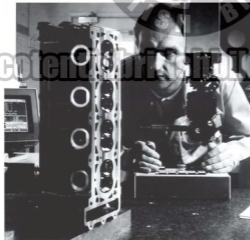
Parts are then checked thoroughly by the inspection department for conformity to the original drawings, dimensions, fit and function and a performance check if it's needed. Only if it passes all those stages does a part move into volume production.

A sample from the first batch of every component is retained in the 'first off' room to act as a reference point against which future parts can be measured if a problem arises during the regular spot checks that take place.

'Parts are inspected when they arrive in goods inwards and throughout the production process,' says Coates. 'All people handling components in the production process also constantly monitor quality.'

Any problems that do arise are immediately pounced on.

'We expect our suppliers to supply good quality products all the time. If any component is deemed to be faulty



Phil Cargmill checks a cylinder head with a Co-ordinate Measuring Machine.

we expect immediate action from the supplier in sorting their stocks, removing reject materials and putting immediate corrective action in place.'

The factory's own processes are also constantly monitored. At the start of each machine shop shift the first item produced by each machine tool is subjected to a dimensions check to ensure that nothing is out of place before the production shift begins.

During the shift, key dimensions are then continually checked and components submitted for crack detection, tensile testing, x-ray and materials analysis tests.

Salt spray cabinets monitor corrosion resistance over a period of days and the parameters of all production robots are monitored to maintain consistency.

Production controls include 'neighbour checking', where each person is required to ensure that the previous job was correctly carried out before continuing himself. Each assembled engine is also run on a cold test rig during the assembly process and must pass before it is fitted into a chassis.

The final checks come at the end of the production line when all components are checked against a check list before the machine undergoes a rolling road test. Each

machine must reach pre-set performance parameters on the rolling road, with the results being recorded by computer for future reference.

Only then is a bike given the 'Triumph OK' sticker and passed on to the packing department for despatch.

Even there the quality control process does not end. 'We continuously monitor components and improve them where possible in the light of experience, whether the feedback comes from service staff, assembly, testing or from parts suppliers themselves,' says Coates. 'We look at anything and everything for ways of improvement. Nothing is fixed.'

It's a never-ending process of maintaining and improving standards, but Triumph firmly believe that all the effort is worthwhile.



Above: Each machine undergoes a thorough cosmetic check before it leaves the production line.

Below: All engines are tested on a cold test rig before being fitted into a frame.



Above: Peter Coates demonstrates the attention to detail applied to every aspect of the quality control process.



31 Days Around

In June this year, adventurer Nick Sanders set a new world record and earned a place in the Guinness Book of Records by becoming the fastest person to circumnavigate the world by motorcycle.

He took his Triumph Daytona 900 on a gruelling journey through four continents, taking in 20 countries and covering some 18,000 miles in just

31 days and 21 hours.

The trip was the final leg of the Mobil World Challenge, a series of motorcycle record attempts sponsored by Mobil, Triumph and IBM to demonstrate the performance of Mobil 1 Racing 4T motorcycle lubricant.

During his epic around-the-world trek, 39 year-old Nick averaged 800 miles a day riding through some of the toughest terrain and most extreme weather conditions in the world.

'For the record attempt to succeed I had to have ultimate confidence in not only my own abilities but also in the reliability and endurance of the bike,' he said. 'A mechanical failure in the middle of India for example, hundreds of miles from the nearest city, could have meant the end of the road. In the event, both the bike and Mobil 1 performed superbly, with no breakdowns throughout the whole journey.'

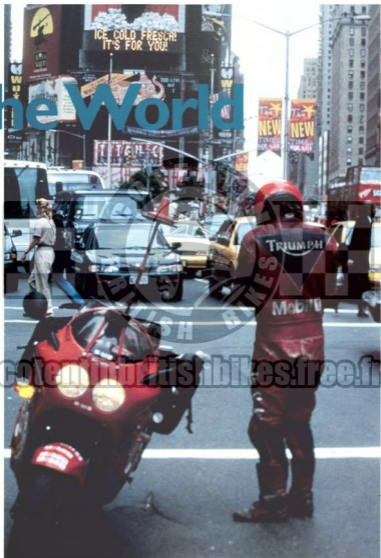
Passing through the rain and

Left: A jubilant Nick Sanders after his epic journey.

Right: Taking geographical stock in New York's Times Square.



the World





To the world record holder, the speed! Nick gets a 'welcome home' hug from girlfriend Henrietta.

cess of Bulgaria to the heat of India and Australia in a matter of days, through the open expanses of Alaska to the bustle of New York was 'like travelling on fast forward,' recalled Nick. 'You pass through without really seeing anything!'

Delighted with his new place in the record books, the veteran of worldwide bicycle adventures admits the journey was the hardest challenge he had ever taken on. 'Riding a superbike for 14 hours a day, day after day, at a record speed requires extreme physical stamina, mental determination and self-belief.'

Taking regular ten minute 'power

naps' by the roadside was one way Nick kept his mind fully alert without losing time.

Although he was travelling alone without any backup, a worldwide support network was set up in case of emergencies. Along the length of his route, Triumph dealers were alerted to his journey and kept a supply of parts should he need to call on them at a moment's notice. It was essential insurance for a journey where the smallest setback could have made the difference between success and failure.

In Bulgaria, just hours from Turkey and his flight to Bombay,

a damaged wheel nearly cost Nick the record. Luckily a Triumph service team in Istanbul were on hand to carry out vital repairs.

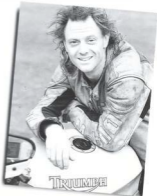
To keep him in touch with the rest of the world, IBM supplied Nick with the latest communications equipment. A satellite tracker pinpointed his location at all times and a Thinkpad laptop PC relayed daily digital images and his travel diary over the IBM Global network, allowing the world to follow his adventures on the internet website.

No stranger to adventure, Nick earned his first world record in 1981 when he rode a bicycle around the world in 138 days, covering 13,609 miles. He then broke his own record in 1985 when he cycled around the world in just 78 days.

Since then he has cycled across the Sahara, along the length of the Andes, to the source of the White Nile and around the coast of Britain! He also owns two full length narrow boats which he once took to the Black Sea and back - a distance of some 10,000 miles.

As a test run for the world circumnavigation record he spent seven months motorcycling 38,000 miles around the world in 1993.

Nick's new world record was preceded in 1996 by five new European records set as part of the Mold Challenge.



Custom style for Thunderbird fans

An extensive range of official Triumph accessories is now available to complement the new Thunderbird Sport and current Thunderbird models.

Ranging from single seat and cowl conversions and flyscreens for the Sports model to a chromed clutch cover and traditional petrol tank knee pads, the range offers something for all Thunderbird fans seeking to personalise their machines.

The items featured are just part of the range. Your Triumph dealer has details of the full line-up.



▲ **Single seat and cowl.** Colour co-ordinated in a choice of Jet Black, Silver, Tornado Red and Racing Yellow, the sport styled conversion has single fixing point for simple fitting and removal.



▲ **Grab rail.** A cast aluminium grab rail in polished or chrome finish, suitable for both Sport and standard Thunderbirds.



▲ **Knee pads.** Protect your paintwork in style and add to your riding ease with traditionally styled Triumph knee pads. Available in two styles for both Sport and standard models.



▲ **Alarm.** Stop those low lifes from getting their hands on your pride and joy with a Triumph alarm. A personalised version of the Datatool Series II alarm, it locates under the petrol tank and hooks up through a dedicated connector on the existing wiring harness. Re-programmable features include passive or remote alarming and sensitivity adjustment. Suitable for all models.



▲ **Chrome clutch cover.** Featuring the Triumph logo in black infill or plain chrome, adds an extra element to the Thunderbird's finish. Will fit both Sport and traditional Thunderbird and Adventurers.



▲ **Flyscreen.** Manufactured in ABS material and available in Jet Black, Tornado Red and Racing Yellow, the stylish screen offers the rider wind protection.

● **Also available:** Chrome engine covers, chrome master cylinder cover, chrome water pump pipe, chrome outrigger covers, chrome side panels, King and Queen seat, leather seat, fork protectors, grab rail and luggage rack, sissy bar and luggage rack, mudguard extension.

World Beating Scrap Bikes

The late Charlie Rous was not only a leading motorcycle journalist, but also a world record holder on his Triumph sprinter 'Quasimodo'.

He wrote about his very special twin in the Spring 1993 'Classic Racer' magazine.

When Fred Cooper and I teamed up to ride a pair of Triumph engine sprinters in 1962 (a 500 for Fred and a 650 for me) we intended to win - but we never expected to become world beaters.

For any private effort to beat the power and performance of works machines is rare, but it was surely remarkable that our bikes, named Hermes (the 500) and Quasimodo (the 650), should shatter world records set by far more exotic and legendary machines. But the fact remains, we did beat them, on two bikes worth just a few pounds, being built mostly from second hand spares and scrap. They're worth a bit more now though.

Our CRS (Cooper/Rous Specials) pairing beat world records set by supercharged Brough Superior, BMW and NSU twins, the supercharged four cylinder Gilera-Rondine, the 1956 Moto Guzzi V8 and a specially prepared Gilera-4 in 1957.

Admittedly the first four of these were pre-war machines (although the NSU performed during the fifties), but it is fair to say our engines were of similar vintage, for the Edward Turner Triumph twin was a touring design from 1936/37.

Fred twice gained the 500cc standing start quarter-mile world record with 11.33 and 11.21 seconds in 1965 and 1967, when he also captured the far more prestigious mile world record with 30.48s (115 mph), beating the 31.2s (115 mph) record held by Dickie Dale in 1956 on the 500cc Moto Guzzi V8.

But the ultimate target for every ambitious sprinter during the early Sixties was the standing start kilometre world record held by Italian Alfredo Milani on a 500 Gilera-4 at 20.94s (106.87 mph) since November 1957.

I failed to better it on the 1000cc Moto Vincent in 1960 but George Brown succeeded in 1961 with 20.50s (108.73mph) on his 1000cc Vincent special called, in the tradition of the time, 'Nero'.

These, of course were 1000cc machines attacking a record which stood in 500, 750, and 1000cc classes - and the record was held by a 500! This situation changed in 1965 when the FIM ruled that each capacity class would be credited with its own record speed. The fastest bike in each capacity was then retrospectively credited with the World Record.

This made my target comparatively easy. Riding Quasimodo, my target was the 750cc standing start kilometre record by Germany's Ernst Henne, who clocked 23.75s (94.19mph) on a works 735cc blown BMW in 1930.

But the other half of our attack, Fred, had a much more difficult target. On the 500cc Triumph engine Hermes he had to beat Milani's (previously outright) record of 20.94s/106.87mph set on a Gilera-4. This was 1905, and Fred's best in '64 had been 24.90s.

It was a tall order, but when we went for it, Fred looked good on his first run over the standing kilo at 20.50s. On the return run, a misfire

Charlie Rous, sprinter

WORLD BEATING SCRAP BIKES

Charlie Rous and Fred Cooper had some words to give on their special 'Quasimodo' and 'Hermes'. Both bikes were machines that were built from scrap and second hand parts. The main story explains.

W



afflicted Hermes and his average over the two legs was outside the record at 21.59s.

I fared better on the 650cc Quasimodo. I took the 750cc class record at a two-way average of 20.03s (111.86mph). Only George Brown and 'Nero' had gone faster.

My achievement in fact stemmed from Fred's misfortune, for both Quasimodo and Hermes broke down that day and Hermes was called upon to contribute some parts for my run. But more of this later.

Our CRS (Cooper/Rous Special) partnership had begun in 1960/61 when I'd asked Fred, a friend for more than ten years, to prepare a Triumph engine for a bike I intended to use as a warm-up machine before riding my Moto Vincent in sprints. I did not have a road machine and with only sprinting the nitro-burning 1000, I felt a less potent projectile would provide a useful rehearsal ride.

Fred agreed to prepare my Triumph.

engine, and also offered me his own 650cc motor on loan. Until then, in 1961, Fred had taken no interest in sprinting, but after I won at Ramsgate using his engine, he was instantly hooked and decided to build a bike for himself.

This coincided with considerable changes to my own future. I had joined 'Motor Cycle News' in 1960 as a reporter and working every weekend knocked my sprinting activities on the head. Since 1958 I had been riding the Moto Vincent for its owner Gordon Colquhoun who 'retired' it upon my entry into full-time motorcycle journalism.

As it happened, Fred Cooper's enthusiasm stopped me from abandoning sprinting completely. It was to lead to a personal World Record in 1965.

Fred's initial scheme was to run one machine which he would sprint with me helping in its development. But once we had started building the first bike I couldn't help myself - I decided I wanted a bike for myself. Work started on two identical machines, one 500, one 650.

The latter model was mainly for me with Fred riding both bikes whenever I was absent. This

arrangement worked very well, but having said that, it doubled Fred's workload. He undertook virtually all the construction work. He was the engineer, the tuner, the mechanic. My part as 'team manager' amounted to little more than dreaming up impossible ideas to improve our times. Indeed, Fred's workshop business in Greenwich, South London, must have suffered throughout the CRS era, although subsequent success must have enhanced Fred's

business reputation as a Triumph twin specialist.

Featherbed Norton frames were chosen as the basis for our bikes, although little more than the head stock and swinging arm pivot remained after severe surgery. The top rails were cut out and replaced with a four inch diameter backbone tube which also carried fuel and oil. The lower frame rails were discarded as unnecessary weight. Rear springing was retained for bumpy courses like the Brighton kilometre and the quarter-mile at Ramsgate, where Fred triumphed by taking the course record from George Brown and 'Super Nero', on his 500.

The Girling rear units were replaced by rigid struts on smoother strips. This saved considerable weight, lowered the seat height and improved handling especially off the line. Front fork was essentially Triumph, shortened by four inches with all the internals removed except the springs. Handlebars were brazed to the stanchion tubes, as were the control level pivots.

Transmission was via a four speed Norton gearbox. This was preferred for several reasons. It had just positive gear-changing, the internal brass could be easily varied, and, most importantly, it had a reliable clutch. Final connection to the road was via a 4.00x19 Avon slick tyre.

An advantage of the early Sixties was that complicated and expensive machines were not essential for sprinting success. That suited us. We didn't have much cash to spare but had other advantages. The biggest was that Fred's business was set up for Triumph twins. He had the workshop, the equipment and the knowledge.

**Next issue....
How we beat the world.**



Deals on wheels

North Sea crossings

P&O North Sea Ferries

MEMBERS planning trips between the UK and Holland or Belgium can now obtain a discount on their ferry fares with a new agreement secured with P&O North Sea Ferries.

The company operates between Hull, Zeebrugge and Rotterdam and is offering R&T members a ten per cent discount on their brochure prices.

Bookings should be made with the office at the port of departure and you should say that you are a member of the Riders Association of Triumph and quote your membership number.

Members leaving from Hull can make bookings by calling 01482 377 177. For

Zeebrugge call 050 543 430; for Rotterdam call 0181 255 555.

Discounts on other sea routes are available from P&O European Ferries, Hoverspeed, Stena Line and the Isle of Man Steam Packet Company. See 'In Brief' for contact details.

Head for the sun

TRIUMPH owning French hotelier T.S. Beaudouin is keen to welcome fellow R&T members to his hotel, between Antea and Avignon in Provence.

"It is a three-star family hotel restaurant with really fresh and tasty cuisine," he says. "I would be able to welcome R&T members and give between five and ten per cent discount on the room rate, depending on the season. I would also provide free private parking for bikes."

Trophy owner Mr Beaudouin and a Triumpheering neighbour also promise to lend a hand to any members wanting to organise a trip.

Contact the hotel at Auberge de la Bourgogne, 13570 Es-Flaux de Croisne, France.

Phone +33 (0)1 90 54 32 54.

Fax +33 (0)480 54 41 54.

email cbourgogne@aol.com

In Brief ...

Insurance and financial

Company: Fernet Insurance Brokers Ltd.

Product: Motorcycle and general insurance.

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

Contact: Fernet on 01708 768613.

Applies to UK only. Special arrangements available in USA.

Company: Segerec Assurances.

Product: Car insurance.

Offer: 15% discount for R&T members.

Contact: Segerec on (1) 48.81.14.14.

fax (1) 43.81.19.48.

Applies to France only.

Company: General Guarantee.

Product: Finance.

Offer: Priority rates.

Contact: Cliff Brewer on 01908 696001.

Applies to UK only.

Company: RAC.

Product: RAC membership and break-

down cover.

Offer: 50% discount for close family of holders of Triumphcare Assistance, including free Joint Cover for TA holders themselves. 10% discount on RAC membership for members not having Triumphcare Assistance cover.

Contact: RAC on 01454 209006 for Triumphcare holders; (800) 716076, quoting ref. MCO112, for other members. Applies to UK only.

Triumph rental

Company: Cruise America/Cruise Canada.

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

Offer: Discounts up to 20%.

Contact: Cruise America on +1-800-327-7799.

Company: Market Motorcycles / Fowler's of Bristol.

Product: Triumph hire in the UK.

Offer: 5% reduction on published rates.

Contact: Market Motorcycles on +44

(0)1442 822599, Fowler's on +44 (0)1179

27066.

Company: Triumph Hellas.

Product: Triumph hire in Greece.

Offer: 5% reduction on published rates.

Contact: Triumph Hellas on +30 925 5917

(phone) or +30 925 5918 (fax).

Company: H&C Travel.

Product: Triumph rental in New Zealand, UK and Canada.

Offer: 10% discount.

Contact: +44 (0)1256 770225, fax +44

(0)1256 771773.

Vehicle rental

Company: Avis Rent-A-Car.

Product: Car hire.

Offer: Discounts up to 10% plus special offers.

Contact: Avis Rent-A-Car on

+1-800-381-2212.

Company: Cruise America / Cruise Canada.

Product: Motor home rentals in the USA and Canada.

Offer: Discounts up to 20%.

Contact: Cruise America on

+1-800-327-7799.

Sea crossings

Company: P&O European Ferries.

Product: Cross Channel ferry crossings.

Offer: 30% discount plus special offers.

Contact: 0990 980990 from UK, +44 1304

863000 from elsewhere, quoting ref: 50531

Retail Promotions.

Company: P&O North Sea Ferries.

Product: North Sea ferry crossings between the UK and Holland and Belgium.

Offer: 10% discount.

Contact: 01482 377 177 in the UK, 0181 255

555 in Holland, 050 543 430 in Belgium,

quoting the 'Riders Association of



Cheap thrills

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

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

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

• This voucher admits up to 6 people to The American Adventure Theme Park for just £5 per person, which is a saving of £5.98 per adult. Junior tickets £2.26 in height and under £3.98. Price admission for children aged under 4. The offer is valid until 14th September 1997. Management reserve the right to refuse admission to any party or parties. This voucher is not to be used in conjunction with any other offer and is non-transferable. Go-karts, golf and coin operated rides are charged extra. Height restrictions apply. Please call to check opening times and times.

24 hour hotline: 01773 769911.

Pin Lane, Ilkerton, Derbyshire. Signed off

from M1 junction 26.



'Triumph' and your membership number.

Company: Stena Line.

Product: Continental and Irish ferry crossings.

Offer: 50% discount on continental routes, 10% on Irish routes.

Contact: +44 (0)990 343434 stating you are a member of the Riders Association of Triumph and quoting reference GC97/123

Company: Hoverspeed.

Product: Hovercraft crossings.

Offer: 25% discount on standard motorcycle fares.

Contact: 0990 240241 (UK); 0800 901777 (France); 0130 825075 (Germany); 0800 220083 (Holland); 0800 71822 (Belgium); 00 44 990 240241 (others). Quote market sector code MP and product code MOC.

Company: Isle of Man Steam Packet

Company.

Product: Ferry crossings to Isle of Man.

Offer: 10% discount on selected crossings.

Contact: Phone +44 (0)1624 645645.

Company: Motor Sport Travel.

Product: Discount ferry fares, various routes.

Offer: Discounts up to 35%

Contact: Phone +44 (0)1759 323000. Fax +44 (0)1759 878111.

Hotel accommodation -

Company: Hilton Hotels.

Product: Hotel accommodation.

Offer: 30-50% reduction on UK and European weekend break rates.

Contact: Hilton Hotels on 0800 876 8000 from the UK, +44 1923 218313 outside the UK quoting Ref: 835 for UK reservations or Ref: LW for European bookings.

Company: Campanile/Clarino/Bless Marine.

Product: Hotel accommodation.

Offer: Special rates, typically 10% per cent below published tariff.

Contact: +33 (0)8 64 62 4656 quoting the reference TRUM954.

Company: Hotel Regina, Sardinia, America.

Product: Hotel accommodation.

Offer: 10% discount, free swimming and parking.

Contact: Bookings and information on +43 (0)7476 6253, fax +43 (0)7476 6789.

Company: Vista Palace Hotel, Monte Carlo.

Product: Hotel accommodation.

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

Contact: Vista Palace Hotel on +33 92.10.40.00, fax +33 93.35.18.94.

Company: Erostaldekoborda, Chambres d'Hôte.

Product: Farmhouse accommodation in Pays Basque, France.

Offer: 10% discount.

Contact: Philippe and Murielle Daux, +33 (0)5 59 54 29 77 or +33 (0)6 11 50 03 63, or write to Erostaldekoborda, route des Ventas, 64510 Sare, France.

Company: Auberge de la Benvegnudo.

Product: Hotel in Provence, France.

Offer: Discounts to 10% depending on season.

Contact: Auberge de la Benvegnudo, 13520 Les Baux de Provence, France, +33 034 90 54 32 54, fax +33 034 90 54 42 58.

Holiday packages -

Company: Isle of Man Steam Packet

Company.

Product: Package holidays in the Isle of Man.

Offer: 10% discount.

Contact: Phone +44 (0)1624 645645.

Company: Select Site Reservations.

Product: Camping and mobile home holidays in Europe.

Offer: Special packages for R&T members.

Contact: Select Site Reservations, Travel House, 34 Beacon Road, Abergavenny, Gwent, Telephone +44 (0)1873 89958, fax +44 (0)1873 899544.

Organised tours -

Company: Big Rock Ltd.

Product: Guided sports bike tours to the Spanish Pyrenees.

Offer: 10% discount.

Contact: +44 (0)1285 656588

Company: Vireo UK Motorcycles.

Product: Motorcycle tours in Europe.

Offer: 15% discount.

Contact: +44 (0)23 5696 630 or fax +31 (0)23 5696 815.

Company: Triumph Owners Tours.

Product: Guided tours, including Scotland 1997.

Offer: 5% discount.

Contact: +49 (0)2105 92710 or fax +49 (0)2203 927129 for details and bookings.

Company: Triumph Hellas.

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

Offer: 5% reduction on published rates.

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

Company: H-C Travel.

Product: Touring packages worldwide.

Offer: Various discounts, typically 5-10%.

Contact: +44 (0)1256 770775, fax +44 (0)1256 771773.

Company: BikeFun Tours.

Product: German led guided tours of Provence and Corsica.

Offer: Discounts between 5-11.5%.

Contact: +49 (0)48 25 1695, quoting reference 'Triumph R&T Club'.

Literature and video -

Company: RAC Publishing.

Product: Maps, atlases and guides.

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

Contact: 0800 550055.

Company: Project Moto Ltd.

Product: Motorcycling videos.

Offer: 10% discount.

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

Company: EMAP National Publications.

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

Offer: 20% discount on subscription rates.

Contact: +44 (0)1858 435137 quoting reference NA25/A23 for 'Bike', NO36/011 for 'RIDE' or NH20/H26 for 'Performance Bikes'.

Company: Motorrad Reisen und Sport.

Product: Subscriptions.

Offer: 10% discount or free Zippo lighter.

Contact: Heinrich Bauer, LAPIS KG, Industriest. 16, 50735 Köln, Germany, reference R&T-Club.

Training courses -

Company: CSM.

Product: Motorcycle training in the UK.

Offer: 50% discount on SMART course, cut-a-saving on group bookings.

Contact: 0800 600 900.

Company: Shire Training.

Product: Motorcycle training in the UK.

Offer: Special courses for R&T members at 10% discount.

Contact: Shire Training on +44 (0)1480 466884.

Sports events -

Company: Mallory Park, Leicestershire,

England.

Product: Motorsports events.

Offer: 20% discount for pre-booked tickets.

Contact: +44 (0)115 912 9128.

Miscellaneous -

Company: Tony Upfall.

Product: R&T paintings.

Offer: Special rates for fellow members.

Contact: The School House Inn, Low Marshes, Malton, North Yorks, YO10 0RJ, England telephone +44 (0)1905 668247.

Company: American Adventure Theme Park, England.

Product: Leisure park.

Offer: Over 50% discount on entry tickets.

Contact: American Adventure on +44 (0)1775 709931.

Company: Triumph Hellas.

Product: Triumph labelled Greek wine.

Offer: 50% discount on retail price. £4 per bottle instead of £8. Plus shipping.

Contact: Triumph Hellas on +301 (0)925 5917 (phone) or +301 (0)925 5918 (fax).

Company: Silhouette Photography.

Product: Wedding and portrait photography.

Offer: 10% off wedding packages in Lancashire, England, 5% off portraits.

Contact: Steve Clifford on 01257 268116.

More hot times *in the hills*



Continued from page 5

After Saturday night revels that continued until 4am, the rallyists gathered at 11am on Sunday morning for a mass parade through the twin villages of Bad Peterstal and Bad Griesbach to mark the close of the event.

With the road closed

by a police and fire brigade escort around 150 Triumphs, some carrying national flags, wound their way up the valley through the villages and back down again, applauded by people lining the route.

With the Triumph event now officially closed,

some members then set sights for home, but many weren't ready to leave yet.

The club handed over the site to the village to hold its own celebrations during the afternoon and evening and many members stayed on to join



in, the final hardy souls not giving in until 2am and then only after building a pyramid of tables and chairs to 'borrow' the Triumph banners that decorated the rally marquee.

We hope that everyone who came along to our first international event enjoyed it and thank them for their support. All the feedback we received over the weekend will be used to make future events even better. We look forward to seeing you there!

Neil Webster





RAT REGALIA



Top gear

CLUB sweat shirts, t-shirts, caps and polo shirts are now available from all Triumph dealers.

To order, please quote the following part numbers: T-shirt (M9990097); Sweat shirt, large (M9990197); Sweat shirt, XL (M9990297); Polo shirt white, large (M9990597); Polo shirt white, XL (M9990697); Polo shirt green, L (M9990597-H); Polo shirt green, XL (M9990697-H); green cap (M9990797-H); two-tone cap (M9990897).

Torque back issues and binders

Back issues cost £3 UK; £3.87 Europe; £4.25 USA; £4.41 Australia and Japan.

Binders hold 12 issues and cost £7.45 UK; £9.45 Europe; £11.17 USA; or £11.83 Australia and Japan. Please allow 28 days for delivery. Prices include post and packing.

Pay by UK cheque, credit/charge card or Sterling Eurocheque, by post, fax, telephone or e-mail to: Torque, Bob Berry Marketing Services, Suite C, Deene House, New Post Office Square, Corby, Northants, NN17 1PB, England. Make cheques payable to 'Bob Berry Marketing Services'.

● E-mail on mechanics@dial.pipex.com ● Fax +44 (0)1536 400147 ● Telephone +44 (0)1536 206286.

Bags *of fun*

Triumph's range of soft luggage provides the ideal partner for your travels, whether you take your bike with you or not! They are all available from your Triumph dealer, just quote the part number listed below.



Picture	Item	Colour	Part number	Picture	Item	Colour	Part number
1.	Backpack	Green	M9310095-H	7.	Helmet bag	Green	M9340095
2.	Large backpack	Green	M9310195-H	8.	Bum bag	Green	M9300095-H
3.	Fashion backpack	Green	M9310296-H	9.	Tool belt bag	Green	M9300195-H
4.	Aircraft bag	Green	M9310396-H	10.	Backpack	Black	M9310095-P
5.	Large holdall	Green	M9320095-H	11.	Large backpack	Black	M9310195-P
6.	Sports bag	Green	M9320195-H	12.	Fashion backpack	Black	M9310296-P