

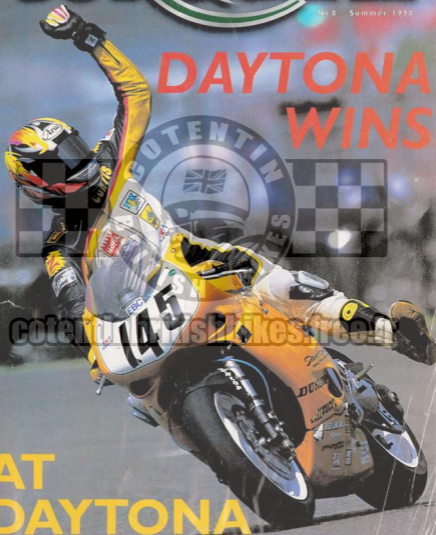
THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

TORQUE



No 8 Summer 1998

DAYTONA WINS



AT DAYTONA

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We know you can't believe everything you read in MCN but some things are indisputable. Bridge is dealer of the year.

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what's *inside*

4 News

Another new Triumph joins the range as we celebrate a win at Daytona and see the riding season swing into action across the world.

8 What's Happening?

Visit the Triumph factory as part of our Summer Festival celebrations. Take part in one of our regional rallies. Whatever your riding taste, there's plenty going on this Summer.

14 On Tour

Robbie Marshall's round the world adventures have made rivetting reading. He finally makes it home this time, but not without further mishap.

26 Looking Back

Remember the old TRW Triumph? John Brown does. Riding one was a highlight of his military career.

28 Touring Tips

Planning a trip? Britain's RAC breakdown service has a few tips that might save you having to call on them and their colleagues.

32 Project Trumpets

More flights of fancy as readers add a bit of extra individuality to their Triumphs.

36 Deals on Wheels

Get more for your money with RAT. Insurance, ferries, hotels and holidays. Something for everyone!

Editor/International Club Manager:
Neil Webster.

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RAT chat

IT'S early May as I write this and the year has already been packed with activity. I've just come back from the Tulip Festival in Holland and that followed hot on the heels of the previous weekend's UK Spring Rally at Stanford Hall.

We dodged in and out of the rain at both events, but I hope that didn't spoil the enjoyment of the many members who came along. There certainly didn't seem to be any lack of enthusiasm at Saturday night's party in Holland!

A quick look at the *What's Happening* section of this edition of *Torque* will give some idea of the growing events programme in store for the rest of the Summer.

The highlight of the year will be our Summer Festival event in England in July. It's a unique chance to join what promises to be the biggest ever gathering of Hinckley built Triumphs as we stage the first members' Factory Open Day as the climax of the event on Sunday July 19.

But wherever you live and whatever you ride we hope you will find something to get your throttle hand twitching.

Neil Webster
International
Club Manager



international news

Triumph's new Legend

TRUMPH'S latest new model hits the streets this Summer, offering the chance to share in the Triumph experience to even more motorcyclists.

The Legend TT retains many of the styling and specification benefits of the successful Thunderbird range, but features a dramatic seat height reduction and a very competitive price tag.

The cruiser styled machine uses a new rear subframe and seat, 17 inch front wheel and redesigned slimline side panels to give an easily managed seat height of just 725mm.

It is powered by Triumph's popular aluminium 885cc 70PS (69bhp) in-line three cylinder engine, finished in black with brushed aluminium finning and fitted with a three

into two exhaust with reverse cone chrome silencers.

Available in Volcanic Red or Obsidian Black, the Legend TT shares many of the accessories currently available for the Thunderbird and Adventurer range, allowing owners to tailor their machine to their own tastes.

The newly available 34 PS restriction kit will also make it a perfect entry model for new riders passing their full motorcycle test in countries including power limitations in their licence legislation.

Production of the Legend TT began in early May, with worldwide availability scheduled for early June.



The new Triumph Legend TT. Lower seat height and classic styling offers a wider choice for Triumph fans.

Thailand tours

STUNNING Thailand is the location of the latest specialist tour being offered to Triumph owners.

Thai Triumph importers Thunderbirds (Thailand) are fighting their country's economic problems by launching the tour's which will explore both the north and south of this spectacular area.

The standard tours run for 12 days, with a choice of Triumph Thunderbird, Daytona, Sprint, Trophy and Tiger models for hire. Tailor made, shortened and self guided tours are also

available for those with specific requirements.

The first tour was held in early April and visited the south of the country during the Songkran water festival, the Thai New year, taking in the famous coastal resorts of Phuket and Samui islands.

The six day trip covered around 2000 kilometres on good roads, with the route covering hilly passes, coral islands, beaches and jungles. "The scenery was lovely and we saw lots of temples and other sights, but at the end of the day we all had fantastic fun by just being together," said organiser Joe Boonprasom.

For further information contact Thunderbirds (Thailand), on 662-731 1995 (fax 662-731-1971).



Daytona dream ride

CALIFORNIAN Curtis Adams scored Triumph's biggest American race win for over 30 years when he took his Daytona T595 to victory in the Pro-Thunder event which supported the Daytona 200 classic in March.

Racing for the Los Angeles based Orange County Triumph team, Adams shadowed the factory Buell of early leader Shaun Higbee for ten laps of the famous Florida banked circuit before snatching the lead on the final lap and pulling away to take the win by a clear 4.6 seconds.

"The nature of the circuit means you spend a lot of time in the slipstream of other bikes, and in the hot conditions it would have been very easy to overheat the engine, so I held well back until the closing stages and then went for it on the last lap," said the experienced Adams, from Whittier, California, who won at an average speed of 103.939 mph.

His team-mate, New Yorker Michael Gage, put a second Triumph on the winner's podium with third place while third team member Paul Harrell also held a top three place before dropping back to finish tenth.

Fourth Triumph man James Jackwar, from San

Francisco, came home in seventh place to make it four Triumphs in the top ten.

Adams' success put a Triumph rider on the Daytona winner's step for the first time since Gary Nison won the Daytona 200 in 1967.

Results -

1. Curtis Adams (Triumph)
2. Shaun Higbee (Buell)
3. Michael Gage (Triumph)



Florida fun

FLORIDA'S Daytona Bike Week saw club members from the States and Europe come together for two successful events.

Around 65 riders took part in the RAT Ride around the Ocala National Park on the Friday, following a superb 160 mile route through the forests and lakes of the Florida interior.

Most American members used their own machines - some having shipped them from snow-bound northern parts - while Triumph America was able to loan demonstration bikes to a few British members who were keen to join in.

Later that evening a large gathering met up at the Daytona Hilton Hotel for a RAT Party that also saw the first appearance of the new Triumph Legend TT, with RAT members taking advantage of complimentary food and drinks.



Tulip days



Style tips from Saturday's Triumph Coeventen fashion show.

HEAVY rain may have dampened the Saturday of the club's first Triumph Tulip Festival in Holland over the May Day weekend, but the many enthusiasts who joined in still made the most of the event, which climaxed in a riotous party on Saturday evening.

Members from the UK and Germany made up the bulk of the attendance at this first Dutch club event, and few missed the chance to discover the superb sights and smells of

the bulbfields in bloom during the good weather of Friday afternoon and Saturday morning, while some also took the chance to explore nearby Amsterdam.

Other activities included a treasure hunt roadbook tour and free on-site karting, shooting gallery and rider skills competition.

But the highlight came on Saturday evening when a light hearted pub singing session gave way to the evening's main entertainment of three

fashion shows, disco and brilliant R and B band 'Too Hip for the Room'.

By the end of the night most rallyists were up and dancing, both to the band and the disco, many even taking to the stage.

The weather might not have been kind, but it certainly launched the club in Holland with a bang!



London dealer Bill Steater gets to grips with flower get Estier.

Track attack

EASTER snow and rain forced the cancellation of the Good Friday Triumph Track Day at Mallory Park, but organisers Track Time

Promotions were quickly able to reschedule the event for May 15.

Demand for places at the Mallory date was so great that Track Time have now booked a second Triumph only day which will take place at Snetterton, Norfolk, on June 22.

Call 01394 278387 for more details. There will again be a discount for RAT members.

Italian Triumph fans were able to enjoy their somewhat

more suitable climate with their own track day at Varano, near Milan, a week after the original British date.

Around 200 riders took advantage of the sun and superb specialist test facility to discover more about their bikes and themselves, with a post event dinner bringing the event to a suitable conclusion.

For members who also enjoyed touring, the Saturday track event was followed on the next day with a ride through the beautiful snow lined, but still sunny hills above Piacenza.



Springtime in England



MEMBERS from throughout the UK made the second UK Spring Rally at Stanford Hall, Leicestershire, a terrific day. Over 200 Triumphs lined the track leading to the

historic stately home as the 350 plus visitors enjoyed the pig roast, live band, games and demo rides on a thankfully sunny afternoon following wet weather during the morning.



Belgian Triumph gathering

TRUMPH fans in Belgium are organising their third T-Days event at Kleine Brogel, Peex, on June 26-28. The event, run by Triumph Owners Motor Cycle Club Belgium is open to all British and classic bikes. Contact Koen Geukens on 00 32 (0)13 674 232 for more information.

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At £140 the SS65 is just one of a complete range of Squire Motorcycle locks. See them at your dealer or clip the coupon for more information.

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Triumphs

coming home

Visit the home of Triumph as part of this year's *RAT* International Summer Festival weekend on July 17 to 19.

The year's premier club event will this year be staged just a few miles from Triumph's Hinckley base and the climax of the weekend will be the chance to visit the factory itself when it opens its doors exclusively to *RAT* members.

Add two nights' food, fun, drink and entertainment on the rally site, a programme of rides exploring the historic heart of England and a mass parade of Triumphs from the rally site to the factory on Sunday morning and you have an event no Triumph fan should miss.

The weekend is based at Bosworth Water Trust, near Market Bosworth in Leicestershire, England, and starts on Friday evening with a welcome party including a pig

roast, disco and live rock and blues band.

Saturday offers the chance to visit a range of historic sites either with your friends or as part of guided groups, while there will be displays, games, food and drink on site if you prefer to simply relax.

The region offers a wide range of places to explore, including Warwick and Kenilworth castles, Bosworth Battlefield and Stratford-upon-Avon for those interested in discovering historic England, or the National Motorcycle Museum and industrial Sribston Discovery Park for those with more up to date tastes.

The rally site itself is based at a watersports park and there will be the chance to try your hand at windsurfing, canoeing, and sailing, while there will be five-a-side football and 'It's a Knockout' (Jeux Sans Frontières) games for the more competitive.

Saturday evening's Bolly Party will feature a hot buffet dinner, bar, rock band, disco, competitions and prizes.

Sunday's Triumph Factory Open Day will get underway with a spectacular mass parade of Triumphs as we take the 10-mile route from the rally site to Hinckley. It's sure to be a stirring occasion.

Once at the factory you can take a look around, talk to Triumph staff, enjoy the live music and sample the food and drink. Entry to the open day is for *RAT* members only and is FREE!

This should be the biggest weekend yet for owners of Hinckley built Triumphs - don't miss out!

- Discover historic England
- Visit the Triumph factory
- Parties, good food, live music
- Competitions, games, prizes
- Mass parade of Triumphs
- The biggest club event of the year

WHAT'S
HAPPENING?



At the
STAKIS

LEICESTER HOTEL

your bike is safer than you are!

Come and stay at the Stakis Leicester for the Summer Festival and 14 video cameras will be guarding your bike. There is also manned security throughout the night.

All you'll get is the security of knowing its only going to cost you **£35 each** (sharing a twin room) per night, (July 17, 18 and 19th) £10 supplement per night for a single room.

Your "mother" gets the security of knowing that this includes a vast Scottish breakfast.

Its going to be a great weekend. Let your bike enjoy it too!

THE STAKIS LEICESTER
Junction 21 Approach of M1.

0116 263 0066



● LOCATION:

Bosworth Water Trust, Market Bosworth, Leicestershire, England.

● PROGRAMME:

Friday July 17 -

Noon Rally reception opens
7pm - midnight Welcome Party with pig roast, live band, bar and disco

Saturday July 18 -

All day Guided tours
Road book tour
Treasure Hunt competition
Technical seminars
Police anti bike theft display
Five-a-side football
Crazy golf
Childrens play area
Fishing
Demonstration rides
Breakdown service
Food and drink available on site all day
Windsurfing

1.00pm

2.00pm

3.00pm

5.00pm - 6.00pm

6.00pm - 7.00pm

7.00pm - Midnight

Sailing

Canoeing

It's a Knockout

Games final -

Rally Party with hot dinner,

live band, bar and disco

Sunday July 19 -

11am Parade leaves for Triumph factory

11.30am - 4pm Triumph Factory Open Day

● ACCOMMODATION:

(Overseas callers add international prefix +44)

Hotels

Bosworth Hall Hotel, Market Bosworth	01555 201919
Ambion Court Hotel, Dunnington	01455 212292
Millers Hotel, Sibson	01827 880728
Hanover International Hotel, Hinckley	01455 631122
Hollycroft Hotel, Hinckley	01455 637356
Kings Hotel, Hinckley	0500 858501
New Plough Hotel, Hinckley	01455 615037
Park Court Hotel, Hinckley	01455 615688

Railway Hotel, Hinckley	01455 615285
Sketchley Grange Hotel, Burbage	01455 251133
The Longshoot Hotel, Nuneaton	01203 329711
The Chase Hotel, Nuneaton	01203 341013
Stakis Hotel, Leicester	0116 2630966

Guest Houses

Bosworth Firs, Market Bosworth	01455 290727
Apple Orchard Farm, Market Bosworth	01455 213186
Soñley's, Market Bosworth	01455 290464
Chequers Inn, Burbage	01455 239293
Gables Guest House, Burbage	01455 632492
Woodside Farm, Stapleton	01455 291929

Public Houses offering accommodation:

The Red Lion, Market Bosworth	01455 292089
The Dixie Arms, Market Bosworth	01455 290218
The Royal Arms, Sutton Cheney	01455 290263
The Alms House, Sutton Cheney	01455 291050

Secure guarded motor-cycle parking will be available on the rally site. A bus service will operate between the rally site and local hotels each evening and morning allowing you to relax and enjoy the event.

Camping:

Camping is available at the rally site.
Call 01455 291876 to book.

● ENTRY:

Tickets for the full weekend are £8 per person which includes a rally pin badge and entrance to all parties, tours, competitions and games. Entry is free for children under 18.

Entry is open to R4T members only. Special weekend membership is available to two guests for each R4T member at £5 each. Membership is not necessary for children under the age of 18.

There may be additional equipment hire and tuition charges for watersports events.

There is NO charge to attend the Factory Open Day, simply show your R4T membership card at the gate. Full and Weekend membership subscriptions will be available on site.

The Triumph factory is at Jacknell Road, Dodwell's Bridge Industrial Estate, Hinckley, Leicestershire, just off the A5, two miles north of the A5/M69 junction, south west of Leicester.

Advance booking will save time registering for the event on arrival at the rally site. To pre-book, please send a cheque made payable to R4T to PO Box 85, Hinckley, Leicestershire, England, LE10 3ZP. All members booking in advance will be entered for a prize draw for Triumph riding gear.



German jaunt

GERMANY'S National RAT Rally will this year take place in the lovely village of Hohenhorst, near Haseldorf on the banks of the River Elbe north of Hamburg, on 11-13 September.

The weekend will run from Friday evening to Sunday afternoon and will be open to all visitors, with special competitions and prizes for RAT members. There will be no charge for entry.

Friday and Saturday evenings will see music, food and drink and games on the rally site, with the highlight being a 100 mile road tour during

Saturday that includes a spectacular six mile ferry crossing across the river.

There is camping available on site and a number of picturesque country hotels in the area that will be served by a shuttle bus service.

Members who want to turn their visit into a longer holiday by arriving earlier in the week are invited to join the Nord Deutschland RAT Pack, based at nearby Triumph dealer Motorrad Ruser, for daily tours of the region.

For more information contact club HQ or our German National Manager Martin Dreichaus on (+49) 6175 93360.



Ardennes Rally

EXPLORE the spectacular hills and forests of south east Belgium as part of our Ardennes Rally in September.

Based at the lovely town of La Roche, the rally will leave the town's Quai de l'Ourthe square at 10am on Saturday September 26 and cover the region's best riding roads through the forest, including visits to the battle of the Ardennes museum, pottery and ham museums, and several prehistoric sites.

For the brave at heart there is also the chance to kayak or raft on the river Ourthe or to even go hang gliding!



Some of the tasty treats awaiting members taking part in the Ardennes Rally.

At the end of the route we will all meet up to round the day off with a

dinner of traditional Ardennes food and drink in a local restaurant with views over the river.

There is no charge to take part in the rally, and the dinner will cost just 700 Belgian Francs (about £12) per head, excluding drinks. We have also reserved a small number of rooms in the local Hotel Le Floreal at around £50 BT for a double room.

To reserve a place on the event, please call Desiree Schumrijer at Benelux Triumph importers Greenib on +31 (0)71 301 9292. She will ask you to send a cheque for Saturday's dinner which will automatically enrol you for the rally and the surprise at the end!

To book a room at the Hotel Le Floreal call +32 (0)84 21 9411 and mention Greenib. For information about other facilities contact the local tourist office on +32 (0)84 41 1342.

Mountain magic

There is still time to sign up for our 'Mountain Magic' trip to the Pyrenees in September.

The trip is being run on behalf of the club by sports bike holiday specialists 'Big Rock' between September 15-26 and will be based in the tiny mountain tax haven of Andorra.

The price of £750 per rider, £530 per pillion includes hotel accommodation in Andorra, return ferry crossings between Portsmouth and Le Havre, and bed, breakfast and evening meals at a hotel stop on the way down and back through France.

Special rates are available for members from outside the UK who wish to join up with the group in France.

Call club HQ for more information or send us a deposit cheque for £75 to book a place. Make cheques payable to 'Rickerby Watterson Trustees - Big Rock'.

Beaujolais blast

Facing a challenge? Then why not take the plunge and sign up for this year's RAT Beaujolais Blast. This year will see the third running of the event and it is gaining momentum all the time.

Most of last year's party have already confirmed they will again be braving the elements to take part in a superb riding adventure but there are still places available for members wanting to try something different.

The run intended to allow us to join in the celebrations surrounding the release of Beaujolais Nouveau at midnight on November 19th in the village of Beaujeu in eastern France.

The high profile evening party for around 5000 people, superb food,

limited wine and a spectacular stage show. Fireworks mark the approach of midnight and the start of a torchlit parade up to the town square where local winemakers conduct the new vintage for free tasting. Then it's back to the party marquee for more dancing and celebrations until the small hours.

You can either make your own way to Beaujeu or join one of the groups that will make the trip together, including one from the UK which will have RAC back on. You should make your own arrangements for hotel accommodation and any expenses (if required) contact club HQ for further details.

We will organise hotel accommodation for the night of November 18, a ticket for the party and bus transfer to Beaujeu and back. All you have to do is get there!

The cost is £20 per person, and as we have to confirm numbers with the organisers as early as possible we need firm bookings as soon as possible. There will be a single room supplement of £15 for members not willing to share. Please send cheques, made payable to 'RAT', to club HQ.



Head for the hills

COLORADO mountain resort Steamboat Springs will again be the base for the United States National RAT Rally in September.

Running between September 15-20 to coincide with the annual Steamboat Springs Race Week, the rally will provide a combination of social events and touring rides with the chance to ride your Triumph around the street circuit race track itself.

If you fancy trying a different Triumph model there will be demonstration rides available during the first part of the week, while the climax of the club events will be the RAT Party with pig roast and live band on the Saturday evening.

The rally headquarters this year be the Sheriden Steamboat (telephone 800 848 8878). For other information contact the Steamboat Springs Chamber of Commerce on 970 879 0882.

If you've ever felt like seeing the Steamboat race week, don't delay! There's a strong possibility that building work will mean this is the last running of the event.

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German choice

WHETHER your tastes are for sports riding, touring, cruising or simply for meeting other Triumph owners, you will find a warm welcome at the wide range of events we are holding in Germany during the Summer.

Sports riders might want to visit one of the T500 Challenge rac meetings. There will be a RAT members' meeting at the Saturday night of each event, plus the chance to ride on the circuit. Rounds are scheduled for Hockenheim, and Oschersleben.

Touring riders also have a wide choice of destination, including two meetings in northern Germany in June. A run to Fehmarn Island near Hamburg takes place on June 14, while the following weekend sees the three day North Sea Rally based at Triumph dealers Heller and Soltau at St Michaelisdorf, north of Hamburg, between June 19-21.

We move into the Austrian Tirol for a weekend at the Hotel Regina, Serfaus, on June 26-28 and stay in the hills for a weekend of riding in the beautiful Black Forest on August 22-23 when we go to the PalmSpring Hotel in Bad Peterstal. See the *Deals or Wheels* section of the magazine for contact numbers of both hotels.

Whether you are based in Germany or are just planning a visit, you will be very welcome at all these events. Contact German National Manager Martin Dreihaus on +49 6175 93360 for more information.

Discover France

WE are visiting some of the loveliest parts of France with three weekend tours in the coming weeks.

There might just be time to sign up for our weekend ride in the dramatic Gorge du Verdon in Provence on June 13-14. The group is limited to 40 people, with the entry fee of 450 francs including a welcome aperitif, Saturday evening dinner, accommodation, breakfast, lunch and roadbook. Contact Hervé Descamps at Triumph dealer Technic Motos in Nîmes (+33 4 66 854296) to sign up.

Hard on its heels comes the Champagne Rally on June 20-21. Incorporating a roadbook tour between Amiens and Reims in north-east France the weekend also includes a tour of a champagne cave and museum, champagne tasting, dinner and an overnight hotel stop.

Contact Marchwicki Motos in Reims (+33 3 26 875503) or Kilometre 66 in Amiens (+33 3 22 91 6666) to book a place.



The focus moves to the Alps on August 8-9 when there will be a club concentration at the spectacular Festival du Lac weekend in Annecy. For more information contact club HQ or Karin Drion at Triumph France on +33 1 64 62 5888.



Stateside

OUR programme of regional events in the United States continues throughout the Summer with a mix of our own meetings and special activities at larger gatherings.

Mid-June sees us take part in the Triumph 'Come Home' Rally at Spring Grove, Pennsylvania, on June 12-14, while a month later we will stage a RAT Ride-In on July 11 as part of the Mid-Ohio Vintage Days meeting at Lexington.

Two RAT happenings will take place during the Sturgis Black Hills Rally in South Dakota in early August. A 'Gambling Night' takes place on August 5 and we will host a RAT Ride to Devil's Tower on August 8.

Last year's Washington State Rally based at Clarkston was a great success and we hope to make even better this time round when we meet between August 14 and 16.

Our Mid-West Weekend Ride, is based at Galena, Illinois, on August 28-30, while our first California Rally is scheduled to take place near Pismo Beach in Santa Maria on September 4-6.

And of course, don't forget the USA National Rally at Steamboat Springs, Colorado, on September 15-20.

See the United States newsletter for more information on all these events.



Rutland treasure

DISCOVER the secrets of England's smallest county by joining our Rutland Treasure Hunt weekend on August 1-2.

The two day event will offer the chance for a leisurely tour around this lovely rural backwater, with plenty of time to dip into its intriguing history. The roadbook guide will add a touch of competitive spice to the proceedings and there will be prizes for the most successful riders.

There is no charge to enter this members-only event, but riders MUST register in advance to ensure the correct number of roadbooks are produced. Write to

club HQ at PO Box 83, Hinckley, Leics, LE10 5ZP, England.

The event will be based at the Stakis Hotel, Corby, Northants, where we have negotiated a dinner, bed and breakfast rate of £38 per person (single supplement £12). To reserve accommodation telephone +44 (0)1536 401020.



Diary dates

To make the dates calendar easier to use, we have divided the season's activities into international and national sections, but all members are welcome to attend any events in any country. If you need further information on any event, please contact your national manager (see page 10) on +44 (0)1435 891515.

International -

- June 12-14 Scandinavian Rally, Mora, Sweden.
- July 17-19 Internat'l Summer Festival and Factory Open Day, England.
- September 17-18 German National Rally, Haslefurt, or Hamburg.
- September 19-20 USA National Rally, Silverton Springs, Colorado.
- September 15-26 Big Rock Pyrenees holiday, France and Spain.
- October 10-11 New Triumph Rally, Mount Beauty, Victoria, Australia.
- November 17-20 Beaujolais Run, France.

National -

UK

- June 22 - Triumph Track Day, Snetterton, Norfolk.
- July 17-19 International Summer Festival and Factory Open Day.
- August 1-2 Rutland Treasure Hunt Weekend, Corby, Northants.
- September 26-27 Austria Rally, Finlake Park, Chroffleigh, Devon.

North America -

- June 12-14 Triumph 'Come Home' Rally, Spring Grove, PA.
- July 3-4 Canadian Sportbike Weekend, Parry Sound Ontario, Canada.

Track attack

HOT on the heels of the sold out Mallory Park Triumph track day which attracted members from France, Belgium and Austria as well as the UK, a second Triumph only track date has been scheduled for Snetterton in Norfolk on June 22.

The cost for the day will be £69 per rider. To book, contact the organisers, Track Time Promotions, on 01384 278387.

Devon delight

DELVE into deepest Devon for this year's UK Autumn Rally which will be held at the Finlake Holiday Park near Exeter on September 26-27.

The park's self catering and camping accommodation and on site entertainment facilities will add to a superb weekend's riding covering spectacular Dartmoor and Torbay.

Full details in the Autumn Torque, or contact club HQ to book a place.

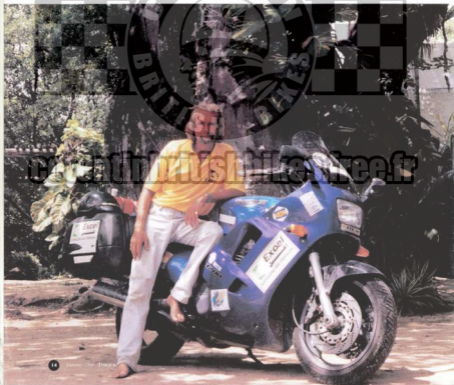
- July 11 RIT Ride In at Mid-Ohio Vintage Days, Argonova, Ohio.
- August 3 RIT - Gambling Night, Sturgis, South Dakota.
- August 5 RIT Ride to Devil's Tower, Sturgis, South Dakota.
- August 14-16 Washington State Rally, Clarkston.
- August 17-20 Sportbike West, Kelowna, British Columbia, Canada.
- August 28-30 Mid-West Weekend, Galena, Illinois.
- September 4-6 California Rally, Pismo Beach.
- September 13-20 USA National Rally, Silverton Springs, Colorado.
- Germany -
- June 14-15 RIT - 2000 Challenge, Oescherdeben.
- June 14 Fehrmans Island Rally, Hamburg.
- June 19-21 North Sea Rally, St. Michaelisdonn.
- June 26-8 Motorrad-Treffen, Seefeld, Austria.
- August 2 Safety Training Day, ibs.
- August 22-23 Black Forest Weekend, Bad Peterstal.
- September 4-5 RIT meeting at T'900 Challenge, Oescherdeben.
- September 11-13 National RIT Rally, Haslefurt, or Hamburg.
- France -
- June 13-14 Balade en Provence, Gorge du Verdon.
- June 20-21 Champagne Rally, Arriens-Reims.
- August 8-9 Festival de Lac, Ancey.
- Italy -
- July 1 'Mini-RIT' meetings, Milano, Roma and Firenze.
- September 2 'Mini-RIT' meetings, Milano, Roma and Firenze.
- Benelux -
- September 26-27 Ardennes Rally, La Roche en Ardennes (Belgium).

Out of Africa

In the final stage of his epic round the world journey, Robbie Marshall narrowly avoids being crushed, shaken to death and forced down an African mountainside. But with the end in sight he has to keep going.

KELVIN Lee is a Cantonese Malaysian air freight agent specialising in dead fish. He also volunteered to help get the Triumph team from Thailand to India. He worked tirelessly for three days without pay to secure the passage, but

Shaded from the Kenyan sun under a 34 foot wide *Acacia* tree.





Man and machine on home soil by Brighton Pier.

only an hour before the flight was due to take off, an official with one of those disturbing squeaky voices said that used motorcycles are considered dangerous cargo and so could not fly direct to India.

I was about to punch squeaky's lights out when Kelvin came up with a gem. "What about Sri Lanka?" No such regulations there, so the mountain of paperwork was amended to the new destination and we landed in Colombo

just as a vicious Tamil Tiger suicide bomb attack kills 200 innocent people in the capital. The country went into security overload, exacerbating my chances of reaching the sub-continent.

The only way off that corrupt island was to bribe and a few days later bike and rider were re-united in Madras to attack India at last. The one thing this energetic city could not offer was a decent curry, so keeping the sea on my left, I followed the coast round the southern tip to Trivandrum. Its real name is Thiruvanthapuram, but no one can say that, which is good enough reason to head north to Goa, a Catholic state still clinging to its Portuguese roots.

One of the more admirable

qualities of India is their rejection of western and Japanese manufacturing. The country runs on low tolerance home produced engineering. Trucks are Tata, cars Ambassador (based on Morris Cowley), and the bikes are Enfield, almost identical to the wartime British Royal Enfield. These are all 350 or 500cc singles, but to add a little scope to your purchasing decision,

both models are available as diesels, started with a rope around a fly wheel. **T**he Triumph did not think much of India. Heat, dust, indifferent roads and low grade fuel added to the daily problem of keeping the tyres inflated.

In spitting distance of New Delhi, one of the predictably overloaded trucks coming in the other direction made a severe error of judgment and turned right, balanced on two wheels, immediately across my path.

Fully loaded, the Triumph and I weigh about 480 kg. Fortunately, the momentum of such bulk prevented the truck from tipping over to crush us, but the resultant damage was near terminal. The driver didn't even stop, leaving me bleeding profusely and surrounded by an awful lot of broken motorbike.

Repair was impossible in India as import tax on parts is prohibitive, and I needed lots of them. The last of my dwindling funds was spent on air freight to Dubai where, according to my literature, there was the nearest Triumph dealer.

Three quite serious problems presented themselves. The Trophy was in intensive care, I had no money, and there were only thirteen weeks of my schedule left in which to cross two and a half continents. Nothing like a real disaster to gird the loins and put one's resourcefulness to the test. I had not travelled that far to fail now, so through writing to the press, and a couple of TV appearances a saviour was found.

While the Triumph underwent major surgery, I was being paid for decorating peoples homes. Faxes flew back and forth to the UK and my Triumph dealer coped with the difficult task of checking the parts list and arranging air freight to the Emirates. He even threw in a much needed pair of tyres. Without his help the adventure would have been at an end.

Africa

Seven weeks later, while British authorities were still considering my visa application, I jumped aboard a Japanese boat heading for Africa. This was to be a totally new continent of discovery as the good ship Nada V slipped gracefully through the jaws of Mombasa harbour.

Predictably, budget dictated a room had to be found on the wrong side of town. It is a strange experience being the only white person around, but I was never threatened or molested. Just the opposite, as all the locals were very friendly and warned me to be careful.

The biggest revelation was discovering why Africans walk like they do - it is the beer. After sampling a few of the plethora of local brews on offer, I could be seen slinking from one

"The driver didn't even stop, leaving me bleeding profusely and surrounded by an awful lot of broken motorbike."



energetic bar to another, with no idea where my hotel was or what it was called.

The road to Nairobi and then north again to Mount Kenya was a bit of a challenge, and my fourth crossing of the Equator was celebrated with hail stones the size of marbles, but little did this naive traveller know what was to come.

The landscape changes from fertile fields to parched grassland on a steep gradient to Isiolo, where the green bit of Kenya meets the wide open desert and all roads as we know them stop.

Troops of baboons inhabit drying

waterholes and herds of zebra canter along the potholed track. Proud Masai tribesmen dressed in fluorescent red robes tended cattle and goats surrounded by naked children who waved and cheered as I picked my way through the dust.

There was only about 320 miles of nothing to the Ethiopian border. No road, limited fuel and so many bandits all traffic has to travel in armed convoys. For a couple of quid I managed to secure a bed for the night and a meal that was to be the last of anything recognisable as food in a few days.

At dawn I was waiting for a convoy

at the last military check point. As the sun rose over distant mountains the gravity of the task hit me nearly as hard as the wall of heat. The 'road' was a mixture of boulders half hidden by soft sand. On a bike with practically bald tyres, severely overloaded and with only a few inches ground clearance, the task seemed hopeless.

As we tackled the terrain at about eight miles an hour, the radiator was practically boiling in minutes. I had no choice but to push ahead to cool the engine down and risk the bandits while waiting for the convoy to catch up. My snub nosed '38 saw the first



Above: Always the centre of attention, even in northern Kenya.

light of day since being purchased in Arizona.

Locals had warned me of 'corrugation', which I took to be a Swahili word for something until I saw them. Imagine if you will, steel pipes 12 to 24 inches in diameter laid at all different angles of attack. Chuck in a skip load of loose gravel, then ride nearly half a ton of overloaded, overheating Triumph over them - hour after hour. This is

"The Great North Road" of Kenya. Amazingly, I only fell off half a dozen times as the bike grounded on high peaks, denting pipes as the back wheel spun-trying to grip on the detached surface.

It took two days riding non-stop from dawn until well after dusk to make the Ethiopian border and a marginally improved road. There was no indication which side of the road to ride on so I stayed on the left (as in Kenya) until I spotted a left hand drive car and changed sides towards Addis Ababa. This was my third day without eating, so imagine my delight at being offered a little bowl of rice mixed with

chopped up beans feet. What a feast!

Addis was slightly better than I had anticipated, despite legions of monoped beggars - victims of a vicious conflict where anti-personnel mines were scattered like confetti. After extensive inquiries, Eritrea rather than Djibouti appeared to be the best way to Egypt as Sudan was at war and there was no road. I had escaped one shooting and did not wish to attract another.

"After sampling a few of the plethora of local brews on offer, I could be seen slinking from one energetic bar to another!"

The ride to Eritrea was notable for two things only.

One, the 'road' was a dry river bed. Two, the early rains were

turning the 'road' back into a river. To this day I do not know how the Triumph put up with such continual pounding. In eight and a half hours' continuous riding we covered a pathetic 52 miles. It will always be listed as the most physically demanding day of my life.

We only had one near death incident. While skirting a sheer mountain side, the Triumph's front wheel followed a gutter carved by a muddy little stream that plummeted a thousand feet or so before hitting terra firma again. It took all my limited strength and courage to throw the Triumph onto its side.

I came to rest clinging to a rock face with my teeth.

The bike teetered



on the edge with a hell of a lot of fresh air under the front wheel. In times of crisis my first reaction is to film it, but disturbing luggage could have tipped the balance. A gang of Ethiopians put a rope around the back wheel and dragged my poor battered bike to safety.

By contrast, Eritrea is a gem. Italian food and, sometimes, water on tap. Only five years ago this tiny country beat the might of Ethiopia, winning the entire coastline. Abandoned tanks litter the highway as a grim reminder of a long conflict.

The bad news was that getting a Red Sea passage to Egypt would be expensive and time consuming. Time and money were the two commodities I was short of, so a fantastic deal was struck with Ethiopian Airlines to fly direct to Athens. For the last time my battle scarred machine was cradled and put on board.

Greece was a short ride and shorter ferry ride to Italy. The Romans started

building roads 2,000 years ago and that heritage shows today in astounding civil engineering. Along the east coast, the roads are as dynamic to look at as ride on.

The Triumph gasped with relief at the sight of not just a road, but the most scenic, well surfaced roads in the world. A mad dash across France and I proudly rode a battle scarred Triumph to the precise point of departure in the Le Mans 24 hour race.

In 51 weeks this wreck of a 1200cc Triumph Trophy had covered 36,000

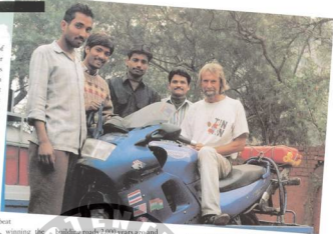
Getting bike and rider to Delhi after the accident required local help.

miles over seven deserts and six continents, through some of the worst weather conditions imaginable on indifferent fuel, and it had never complained once.

Mechanically, that big throbbing heart did not skip a beat, despite appalling abuse. For nearly a year we spent nights resting together. It became a trusted companion. Most of the time my only companion. Now if that does not bring a tear to your eye, my bike is more human than you.

What next? The Trophy and I will be the first bike and rider team to circumnavigate the world twice. Next time it will be different. I may even take a majo, but the essential common denominator will be filming. "Around World Triumph" is the visual account of my endeavour, and a satisfying conclusion to an astounding adventure.

The video, "Around World Triumph" is available from Tiger Bay Co Ltd, The Small House, 40A Sussex Square, Brighton, BN2 5AD, or phone 01273 748648 for credit card orders. Cheques payable to Tiger Bay for £15.49 (inc. P&P).



Battle scarred but back home. Worse for wear but still in one piece.

NEW ARRIVALS

1998

AVAILABLE NOW!

Retro Jacket

Leather jacket with sports styling in black and metallic grey. Chequered panel feature across the upper chest and top of sleeve with a red highlight. Features sew on patches on sleeve and chest with a full back leather Triumph logo. The protection is removable, hard cup, foam filled armour. The jacket will zip into both leather sport jeans and Trophy salopettes.



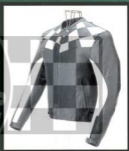
	UK	Euro
M9563898	38	48
M9564098	40	50
M9564298	42	52
M9564498	44	54
M9564698	46	56
M9564898	48	58
M9565098	50	60
M9565298	52	62



Race Jacket

Perforated leather jacket with race collar and full sports styling. Fully perforated for maximum high temperature rider comfort. 'T' in triangle logo on nape of neck. Protection is removable, hard cup, foam filled armour. The jacket features white and black panels on upper chest area. The jacket will zip into both leather sport jeans and Trophy salopettes.

	UK	Euro
M9553898	38	48
M9554098	40	50
M9554298	42	52
M9554498	44	54
M9554698	46	56
M9554898	48	58
M9555098	50	60
M9555298	52	62



Summer Blouson

Lightweight jacket to be worn over leathers. The jacket has ventilation Zips on the chest with fully open panels on the back. Triumph embroidered logo on left breast and back with 'T' in triangle logo on left sleeve. Sleeves are detachable and jacket is lined with airtex mesh.

M9221098	S
M9221198	M
M9221298	L
M9221398	XL
M9221498	XXL

colentribritishbikes.free.fr

Summer style

Triumph's ever expanding range of accessories has been boosted with the arrival of a new line of goodies released to complement the Summer riding season and the launch of the new Legend TT.

Parts for the T500 series include a cast aluminium

grab rail, rear seat luggage and radiator cowls, while the Legend TT benefits from many of the parts already available for the Thunderbird/Thunderbird Sports/Adventurer range.

All parts are available only from Triumph franchised dealers and carry full Triumph warranty cover.

Grab rail

Suitable for all T509 and T595s, this super strong grab rail is manufactured from cast aluminium and is easily removed to allow fitting of a rear seat hump (part number A9758001).



Radiator cowls

Designed to complement the lines of the new Speed Triple, these colour co-ordinated radiator cowls will fit all T509 models (part number A9748005 + colour code).



Rear seat luggage

Planning some Summer trips aboard your T509 or T595? This new addition to the range of Triumph luggage offers a full 22 litre carrying capacity and will

accommodate a full face helmet. Secured with adjustable elastic straps, it features an integral waterproof cover and converts into a rucksack with removable shoulder strap and carrying handle when you reach your destination (part number A9510004).



T595 Performance Camshaft Kit

Offering increased horsepower, this newly developed camshaft is retro-fittable to all T595s up to VIN 61507. A specific tune condition has been developed for this cam and can be programmed into your motorcycle by your

Triumph dealer. Fitting the camshaft does not affect your warranty cover provided it is fitted by an authorised Triumph dealer (part number A9608003).

Consult your Triumph dealer for further details.



Thunderbird Sport Summer Screen

Stylish protection for Thunderbird Sport owners comes with this new Summer screen. Manufactured in 4.5mm polycarbonate, it features chrome bracketry and offers excellent wind protection (part number A9708014).



Fly Screen Kit

Add the finishing touch with this colour co-ordinated fly screen.

The wind cheating screen is available in factory painted colours to suit all the Thunderbird Sport and Legend TT colour options.

A choice of fitting kits is available for both models.

Legend TT accessories

The new Legend TT benefits from having an extensive list of accessories readily available from Triumph dealers.

From practical additions such as a range of screens,

choices of handlebar style and luggage, to stylish chrome parts, owners can make their Legend TT truly unique.

Many of the following parts are also suitable for Thunderbird, Thunderbird Sport and Adventurer models.

Consult your Triumph dealer for full fitting details.

Available now:

Alarm (part number A9801003)
Chrome chain guard (A9730008)
Chrome clutch cover with black etching (A9738004)
Chrome clutch cover (A9738005)
Chrome engine cover kit (A9950029)
Radiator end cap kit - chrome (A9730000)
Radiator cover - chrome (A9730021)
Grab rail - polished (A9700000)
Grab rail - chrome (A9708000)
Grab rail and luggage rack - polished (A9700005)
Sissy bar and luggage rack - polished (A9950050)
Sissy bar and luggage rack - chromed (A9950055)
Fork protectors (A9641010)
Knee pads, Thunderbird style (A9710002)
Knee pads, Adventurer style (A9710005)
Chrome lever kit (A9731010)

Chrome master cylinder kit (A9730424)
Front mudguard extension (A9701040)
Chrome outriggers (A9950018)
Summer screen (A9700060)
Roadster screen (A9700070)
Highway screen (A9700050) - not available in Germany
Chrome water pump pipe (A9950046)
Wider mirror kit (A9730040)
Tank pad - Retro (A9710004)
Leather pannier kit (A9528000)
Thunderbird Sport handlebar kit (A9700032)
Thunderbird bar kit (A9700034)
Colour co-ordinated fly screen kit (A9708018)
Thunderbird low bar kit (A9700033)
34PS Restrictor kit (A9518000)
Tool kit (A9938009)
Air box badge kit - 900 style (A9938011)

Urban Boot

Tough leather upper and construction designed for urban hiking. This boot features Goodvear® welted construction and has a strong casual image.



Black

	UK	Euro
M9593898	Ladies 5	38
M9593998	Ladies 6	39
M9594098	Mens 6	40
M9594198	Mens 7	41
M9594298	Mens 8	42
M9594398	Mens 9	43
M9594498	Mens 10	44
M9594598	Mens 11	45
M9594698	Mens 12	46
M9594798	Mens 13	47

Brown

	UK	Euro
M9603898	Ladies 5	38
M9603998	Ladies 6	39
M9604098	Mens 6	40
M9604198	Mens 7	41
M9604298	Mens 8	42
M9604398	Mens 9	43
M9604498	Mens 10	44
M9604598	Mens 11	45
M9604698	Mens 12	46
M9604798	Mens 13	47

Reno Jacket

Full leather jacket with coloured shoulder panels and matching leather 'Triumph' logo across the chest. Supplied with a Union Jack zips-on patch for optional use. The jacket features foam padding on elbow and shoulder areas, and stainless steel zips. The jacket reflects the style of flat track racing of the 60's and 70's.



Black/Red

	UK	EURO
M9580198	Ladies S	S
M9580298	Ladies M	M
M9580398	Ladies L	L
M9583898	Mens 38	48
M9584098	Mens 40	50
M9584298	Mens 42	52
M9584498	Mens 44	54
M9584698	Mens 46	56
M9584898	Mens 48	58
M9585098	Mens 50	60
M9585298	Mens 52	62

Black/Yellow

	UK	EURO
M9570198	Ladies S	S
M9570298	Ladies M	M
M9570398	Ladies L	L
M9573898	Mens 38	48
M9574098	Mens 40	50
M9574298	Mens 42	52
M9574498	Mens 44	54
M9574698	Mens 46	56
M9574898	Mens 48	58
M9575098	Mens 50	60
M9575298	Mens 52	62

New Style Paddock Jacket

Soft cordura jacket in paddock style with quilted insulation and pockets for armour. Sleeves detachable. Triumph embroidered logo on left breast and back with 'T' in triangle logo on left sleeve.

This product will replace the previous style Paddock Jacket once stock has been depleted, via an automatic re-order.



M9221598	S
M9221698	M
M9221798	L
M9221898	XL
M9221998	XXL

Letters

Triumphs in the blood

BRINGING is the New Year of 1998, the night was a wonderful one with my gal. We were not only celebrating the coming of the New Year, but my new Triumph as well.

This was a meal of crab stuffed lobster, stuffed mushrooms, rice, bread and a nice bottle of champagne. Many thanks to Collier Cycles for selling me the '97 T-Bird that I prize.

Hint hiking from school in 1964 a man stopped a govt me a ride on his Triumph. I have no idea what the model was, but I kept all eyes for a fact that at that precise time I fell in love with that Triumph. I said I would buy a Triumph as soon as I was able to get a licence and I did so.

Having previously owned both a 1968 and 1971 Bonneville back in the hippie days, I have a passion for Triumphs.

Although I have been out of a riding for 21 years, I walked into Collier Cycles with a friend and felt a kinship with the Thunderbird and got my second wind.

Sonny, owner of Collier Cycles, is exceptional and knows his Triumphs inside out from vintage to present. He also has

considerable talent in his service department, with Gene working on vintage cycles to Dan working on the modern machines. His other staff members give a huge hand throughout the shop.

Thank you Collier Cycles for a beautiful black and silver T-Bird. Happenings to all you



RATs and a special thanks to Melissa for all the help in the office and sales.

Cal Cuñilo, Dickson, TN, USA.

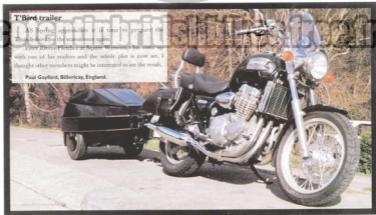


T-Bird trailer

As Spring approaches it is time to prepare the Thunderbird for the summer again.

Your friend, Phoenix at Square Waresmiths has come up with one of his trailers and the whole plan is now set. I thought other members might be interested to see the result.

Paul Gayford, Bilericay, England.





Shine time

I'VE been riding for 35 years and have had over 40 machines and I can't put it any better than Theresa Bell from Mesa, Arizona, when she says it has "the right combination of style, smoothness and reliable performance—undeniable true love." (Triumph, Spring 1998).

I bought my first one in January 1976 and promptly sprayed the top of the tank and mudguards cream as per the black/cream colour of my 1958 Tiger 100. Then, after a trip to Parts, LTD, I realised that chrome was the way to go!

While the tank, guards, side panels and various bits and pieces were at the place, I carried out the following modifications:

Stainless bolts to the front and rear forks (this really makes a difference to the front brake).

Replaced all fasteners with stainless ones.

Fortunately Triumph had done most of this already, including the spokes.

The seat was lowered by cutting out two inches of padding and re-covering it in leather. Lavender style handlebars 465.40 by screen from a Guzzi Le Mans were fitted. This works very well. I'm six foot tall and 250lb, so my way of riding is comfortable.

I eventually poked the fasteners and fitted handlebar end mirrors.

After painting the forks black.

Oh yes, I also added a black and polished alloy number plate.



While the silencer baffles have 'disappeared' I think that we will eventually end up with a pair of 'Gold Star' silencers, a Dragger kit and some Tiger inlet manifolds!

Thanks for a great magazine, keep up the good work.

Lisnel Smith, Almondsbury, England.



Family matters

It's impossible to be far from Great Britain in the world of Triumph, and the fact that you and I are a Triumph family.

My father took delivery of one of the first 1200 Trophys when they were launched back in April 1991. In 1996 I myself purchased a first generation Speed Triple.

Our collection was further expanded in 1997 when I bought a Daytona 1995 from Webb's Lincoln and I have been very pleased with both the machine and the dealer.

Mike Smith, Grantham, England.

Show us yours

Proud of your Triumph? Then send us a snap and we'll do the rest.

Young at heart

Although the club is not yet active down under, New Zealander Bob Cunningham from Christchurch has already joined up and sent us this photo of the day he collected his new Thunderbird. A self-confessed 'old fellow of 60 plus' he's obviously still young enough to enjoy his motorcycling.



The big cheese

FRED Honigman from Valley Forge, Pennsylvania, takes the cheese with the self-painted 'Katty' logo on his Sprint. Fred was pleased to show off his artistic talent in a break during the Daytona RAT Ride, but admitted he'd cheated by trailering his bike to Florida from home. His excuse? It was five inches deep in snow when he set off for the sunshine!

Side valve squaddie



Testing the TR's off-road capabilities like this newly landed 'TR' in hot water.
Photo: Courtesy 'Classic Bike' magazine.

THE 'honour' of being allocated the first Triumph TRW to arrive at RAF Kidbrooke is one of the more memorable occasions that comes to mind when I recall the three years service I gave to Queen and Country during the fifties.

The fact that it replaced a seemingly endless stream of clapped

out 16H Nortons that were just about at the end of their serviceable lives no doubt helped LAC Brown to view the new mount in an over eager fashion.

Certainly the unique 500cc side-valve twin, built specially for military use, was to make my days as a London area despatch rider - nothing so smooth as couriers in those days -

John Brown spent three years with the Royal Air Force in the fifties and proudly tells how the only plane he saw during that time was on the back of a truck! In his role as a despatch rider he did however get to spend plenty of time riding motorcycles. One of his proudest moments was being handed the first Triumph TRW on his base.

much more acceptable.

My daily route from the Kidbrooke MT unit in south east London, opposite the railway station where now stands a vast developed area, took me through the then two lane, traffic congested Blackwall Tunnel.

With the old Norton singles I started my DR career with, the chance of getting from one end to the other without the clutch overheating and refusing to free was just about nil. Now as I proudly sat astride my gleaming RAF blue Triumph this embarrassment was a thing of the past.

The bulk of the pick-ups and drops were in the central London area, after an initial stop at Millwall docks where a cuppa and the chance to clean my exhaust fume and smog blackened face were most welcome.

The lunch break usually came at Adastral House near the Aldwych, and

then it was back to Kidbrooke hopefully in time to grab a night pass from the friendly MT Officer and head for home in Hartley on one of the many different machines I owned during the period.

However there was sometimes the chance to give the TRW a blast down to Tilbury docks, a real treat as far as I was concerned. It did provide the chance to hit the open road for a spell and get down to some 'real' motorcycle riding. The machine seemed to benefit from a good run as well after plodding round the streets of London.

The only problem, I recall, was that it was far from oil tight and there was always a tell-tale pool of oil as I set off back to Kidbrooke.

Actually the engine, which produced around 15 to 16 hp, was ideal for dealing with the London traffic and struck me as having the right power characteristics for a spot of trials riding.

To this end I made a large detour one day to some land I used for trials practice near my home and almost ended up in the guardroom for a couple of days when the lateness of my arrival and the state of the bike gave the game away!

The need to have side-valve engines in motorcycles seemed to be an obsession as far as the War Office was concerned and Triumph at first came up with the 3TW that was designed by Edward Turner before the start of the Second World War.

However, what existed of an initial batch of 50 was wiped



Three likely lads sit proudly on their new Triumphs. The author is in the middle.

out during a bombing raid in 1940 and it was not until hostilities ended that the forerunner of the TRW - the 53 W - went into production.

This was designed to meet military requirements by Bert Hopwood, who was called into the front line to kill off a rival BSA project.

The TRW retained many of the advanced features of the 3TW and incorporated some of the TR5 Trophy chassis parts. It had normal Triumph telescopic front forks, with a rigid rear frame, although one machine with swinging arm suspension was produced around 1957. This is reckoned to be the only one ever made, so if it's in a corner of your garage, you're in the money!

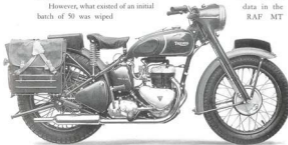
The side-valve engine, according to the official data in the RAF MT

office, produced a modest 16.8 hp at 5000 rpm and had a compression ratio of 6:1. A couple of interesting items on the specification list were a Lucas AC Lighting Ignition unit with crankshaft mounted alternator and a Solex 26 WH-Z carburettor. The crankshaft mounted alternator was the first ever to be used, with the exception of the blitzed 3TW.

Petrol consumption was claimed to be 107 mpg at 30mph, a claim that I can neither agree with or deny!

The TRW was put through a vigorous test programme by the Fighting Vehicles Research and Design establishment at Chobham in Surrey, before it was approved for service use. (Although the TRW was extremely reliable and required little maintenance - there never seemed to be any trouble with the dozen or so in operation in the London area - the testers were obviously not concerned about oil consumption.)

Some 7000 to 8000 TRWs were produced, for service use only, but only a small percentage found their way to either the British Army, Navy or Air Force. The majority went overseas, particularly to Canada and Pakistan. There are still some running in Givvy Street, as I talked to the owner of one of them on Ramsay quayside during TT week a couple of years ago. I wish I could remember his name!



TRW ready for service.

Photo: Courtesy 'Classic Blue' magazine.

Riding safe and

RAC Motoring Services

Technical Engineer Paul Evans specialises in motorcycles. Here he gives his personal tips for preparing for a long journey.

He finishes with an RAC ten-point motorcycle checklist for all riders to follow before heading out on the long open road.

The ten-point list holds good as a routine engine and machine check for any long distance journeys - or if your bike has been unchecked or idle for any length of time.

Paul will lead a technical seminar at the RAT Summer Festival, on Saturday afternoon, July 18.

KITTING UP

Prepare for any long journey by kitting up with essentials. Always carry a good first aid kit, together with the tool kit supplied with your machine by the manufacturer.

Supplement the tool kit with a multi-tool, such as a Gerber 'Multiplier', plus spare spark plugs; an emergency puncture repair kit; a roll of insulation tape and a small can of drive chain lubricant.

Pack a mini-torch, a good

pen-knife and a cigarette lighter to give you a 'living flame' if you're camping. Carry extra bungee or ratchet straps.

Before loading luggage, use 'duct' tape on areas of the motorcycle body and paintwork to prevent damage from rubbing.

If possible, take a spare brake and clutch lever. Many minor spills occur when the bike is laden and if you break a lever by the machine toppling over you can get mobile again in minutes. Also pack a spare head lamp bulb and a spare stop/tail lamp bulb.

If you're going abroad and have a mobile phone, arrange Euro 'Roam' area cover - it could save you a lot of trouble. Phone your cellular network supplier for details of international coverage.

To keep your mobile charged on the road, buy a 12v car-type charger before leaving home. Replace the cigarette lighter socket with 'crocodile' type clips. Attach to your bike's battery to charge the phone when you're parked up overnight, concealing leads and phone unit if your machine is out in the open.

The instant charger will save you a lot of hassle as Euro power sockets are 110v and standard mobile phone chargers in the UK plug into a 240v main.

MOTORING COVER, DOCUMENTATION & LAW

If going abroad, take out motoring cover like RAC European Motoring Assistance. Also advised is RAC personal travel insurance. Call 0800 550 055 for details on both if you live in the UK.

An International Motor Insurance Certificate - a Green Card - is also

dry In Europe

strongly recommended. To obtain one, talk to your motor insurer. In case of injury or illness while abroad, a useful booklet is 'Health Advice for Travellers', (Ref T5), available from Post Offices.

Free or reduced cost emergency medical treatment is available in European Economic Area (EEA) countries on production of form E111, found in the back of the leaflet. The certificate must be countersigned by the Post Office. As cover under the scheme is minimal, it is always advisable to boost it with your own personal travel insurance.

Be alert to all local speed limits. If you are caught speeding, you could be fined on the spot. Carry enough extra money to cover this. Always wear a crash helmet - it's compulsory. Check your passport is current and valid for the period of your journey and remember you need a 'country of origin' sticker on the back of any UK-registered vehicle when abroad.

PACKING

Stay stable - don't go for luggage overload. If you're not on a touring bike with fitted luggage and are riding solo, the majority of your baggage should be packed on the pillion seat, if you have one, rather than overloading any accessory rack fitted above the rear tail light. Weight at the rear of the bike can make the front light and the machine unstable.

If riding with pillion, cut down luggage to a bare minimum and get the pillion passenger to wear a good



RAC patrol John "Mitch" Mitchell (seated) with 1996/97 Service Patrol of the Year, Ian Nicholls, and the RAC "Centenary" Triumph Trophy 900 motorcycle, Austin "Chummy" and Ford Transit.

rucksack, taking the majority of the weight. Consider your passenger and the weight they are carrying. Take more frequent rest breaks.

As a general tip, riding solo or with pillion, invest in a good, waterproof rucksack. Pack all clothing in black bin liners. Bag these in your rucksack, solid luggage pannier or beneath throw-over panniers. The bin liners will stop damp creeping in and keep clothes dry.

ON THE ROAD

Take regular breaks during a journey, stopping for a rest - not just for fuel. Stick to covering between 70 to 100 miles at a stretch, then take a break.

If your machine does not have a clock, get a small digital one and

Velcro it to your bike. A basic but reliable clock should cost less than £5.

Take a proper break when you do stop. Take off your belt. Have a soft drink. And remember, the whole point of going away on your bike is to enjoy the pleasure of riding, so don't be tempted to rush, either to, or from, your destination.

USEFUL RAC NUMBERS

Breakdown:	0800 82 82 82
Customer Service:	0990 72 27 22
Technical Advice:	0990 31 31 31
Travel Information:	0990 27 56 00
RAC Insurance Direct:	0345 12 13 45
Legal Services:	0990 53 35 33
Hotel Reservations:	0870 60 39 109

THE RACTEN-POINT MOTORCYCLE CHECK-LIST

1. BATTERY

- Check Terminal Conditions (cleanliness and security).
- Check terminal voltage (if below 12v recharge off the machine).
- Check electrolyte level and top-up with distilled water as required.

2. ELECTRICS

- Check operation of lights (including brake lights and indicators).
- Check operation of engine 'kill' switch and side stand safety circuit.
- Check operation of horn.

3. TYRES

- Check tread depth.
- Check condition of side walls (if any sign of deterioration, fit new tyre).
- Check both tread and side walls for cuts (consult tyre specialist if any found).
- Check inflation pressures (correct as needed).

4. BRAKING

- Check front and rear brake fluid reservoir levels. If low, consult your dealer before riding the motorcycle.
- Apply both front and rear brakes and then check for free movement of the wheels. If any 'binding' is present seek your dealer's advice.
- Check the rear brake pedal is returning fully after being depressed.
- Check brake pad wear. Minimum advised thickness is 1.5mm but this

minimum may not be sufficient for your planned mileage. If in doubt, replace the brake pads.

● Be prudent if planning to ride through mountainous or very hilly terrain - replace the brake fluid if the bike is more than 12 months old. (Brake fluid is hygroscopic, absorbing water from the atmosphere which alters its boiling point. The effect can dramatically impair the braking system.)

5. DRIVE CHAIN

- Check the 'free play' on bottom run of the drive chain. Adjust as per owner's handbook.
- Check for tight spots by rotating the rear wheel. Any difficulty in wheel rotation could indicate a new chain is required.
- Check rear-drive sprocket for wear, making sure the apexes of the 'teeth' are not curved.
- Apply a motorcycle drive chain lubricant.

6. FORKS

- Check fork stanchions for pitting. Any corrosion will damage the fork seals and can result in MOT failure.
- Check fork seals for signs of weeping fork oil, replacing as required.

7. CABLES

- Check for smooth operation and a 'free' return of throttle, clutch (where applicable) and choke cables. Stiff operation or tightness can sometimes be alleviated by lubricating with a fine



RAC motorcycle patrol, Brian Fuller, on his Triumph Trident 750, in daily use for roadside assistance.

machine oil such as 3 in 1 or similar. Check for throttle-free play of 2-3mm - see owner's handbook for adjustment details.

8. CLUTCH

- Cable - check and adjust the clutch free play at the lever, as per owner's handbook instructions.
- Hydraulic - check fluid level of master cylinder through the sight glass. If level low, consult your dealer.

9. ENGINE

- Check engine oil level and top-up as required.
- Take your bike on a small run before your holiday, making sure the engine runs well.
- Check the coolant level in the header tank.
- Check the operation of the electric cooling fan.

10. GENERAL

- Check tightness of all nuts and bolts. Check security of all standard luggage and attachments
- If in any doubt, on any check-list point, have the machine serviced by an authorised Triumph dealer
- If your machine is due, or nearly due, for a service, get one. Don't risk putting it off.



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All genuine Triumph Parts go through the same rigorous quality procedures as your motorcycle did the day it left the production line.

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project TRUMPETS

Triba treat

No, your eyes aren't deceiving you, this really is a modern version of that tube honouree—a special, a Triumph-BSA hybrid Triba.

The bike was spotted and snapped by Triumph factory tour guide Rob Brown when taking part in the RAT Ride to the Pioneer Run in Brigham on March.

Powered by a Daytona 1090 engine in a venerable BSA A10 frame, take a look at the detail work at the rear end of the bike.

The owner confessed to Rob that it was an 'on-going project' that had been going on for some time and would probably continue to do so.



Turbo mania

Is this the ultimate sportbike sleeper? Brian Olsen's T595 seems normal at first glance, but look closer. See the sticker on the tank? Yes, Brian, from Rapid City, South Dakota, has plumbed in a turbocharger to give his bike a little extra urge.

The Acrocharger turbo takes the T595s power up to a wild 172 hp and starts to feed in boost from as low as 2500 rpm, but is also self lubricating and so doesn't have to be attached to the bike's own lubrication system.



Brian, who became interested in turbo charging while studying mechanical engineering at college, chose the T595 for the project because of its strong bottom end and advanced

fuel injection system.

The result is that at 8psi boost the machine produces 172 rear wheel horsepower at 9800 rpm and 110 ft. lbs. of torque at 7200 rpm.

Brian is now marketing the kit at \$4500 through his company Turbo

Connection and can be contacted on (605) 393 0816 or at 2019 Eclipse Avenue, Rapid City, SD 57701 (email turbot595@aol.com).

Hold on tight!

Sharp dresser

BELGIAN member Danny Schreurs has worked with Antwerp dealer Tecnobike Moto Morfoso to develop his shark nosed interpretation of Triumph's T509 Speed Triple.

The nose fairing was supplied by Tuning Formula, with the inner fender and indicator lights produced by Tecnobike who also made the exhaust system.



Racing cert

You have read about the success of Curtis Adams aboard the Orange County Triumph T595 at Daytona, now you can ride the bike (well almost).

Tuner Mickey Cohen, service manager at the Californian dealer, has made a road legal version of the machine that won the Pro Thunder class at Daytona, including a number of race winning mods such as the underseat twin exhaust, high performance front brakes and white wheels.

We don't know if he'll be producing copies of the bike for sale, but call Orange County Triumph on (714) 429 9200 if you're interested.



While we love to see your customised Triumphs, we should point out that any unapproved modifications you may make to your machine from

standard specification will invalidate the manufacturer's warranty. This does not include approved modifications using official Triumph accessories.

It's *never* too

Shrugging off worries about lack of experience and an unsuitable choice of bike, Neville Blakely set off for the States for the holiday of a lifetime. He wasn't disappointed.



TAKE a mix of 26 people and 16 bikes and ask the question: when should a group of ageing ex and current Round Tablers go for a holiday? "Why not America?" some bright spark piped up, adding "and let's take our bikes with us".

Being a geriatric 58 years old biker with a vast 18 months' experience since passing my test and a wife who had ridden a total of just 80 miles on the pillion, I immediately put my hand in the air and said "That sounds great".

The first job was to buy a good touring bike, and this is where the experience came in useful. Down to Fowlers of Bristol to see my old friend Bob Hart and I emerged with a brand new shiny yellow T595 Daytona.

"The nut's nuts," I thought,

obviously giving no thought to the 3500 mile route we had planned down the east coast of the USA later in the year.

The reality of the situation soon became clear when my wife Dawn and I arrived at Bill Goodwin's warehouse in Grimsby at the end of August for the loading of 16 bikes into a 40 foot container for shipment to Baltimore. Amongst the collection of super-tourers which had turned up, the T595 looked strangely out of place.

I shouldn't have worried. In a short time a collection of Blackbirds and Ducatis had evened out the balance between the Born Again Bikers and the more steady types and the bikes were duly loaded and embarked for their three-week sea-voyage to the USA.

T595 stands out amongst its touring chums, but proved to be up to the job.

Our friend Graham Bryant, who travels the world in the insurance business, had made all the arrangements. Shipment of each bike was £470 return, insurance for the T595 for 17 days in the USA was £209 and there was an additional cargo insurance of two per cent of the value of the bike and personal medical insurance to pay for.

The final piece of the jigsaw was the hire of a 16 seater mini bus to carry all our luggage from hotel to hotel. This was to be driven by two of the ladies who didn't want to ride pillion, bless 'em! The cost of the bus hire was £80 per couple.

late!

Friday September 12 finally dawned and riders from all over the country met for the first time at Gatwick Airport for the flight to Baltimore. We arrived in bright and sunny weather, collected the bus and checked into our hotel. The next day saw us head down to the container terminal to retrieve our beloved steeds and we immediately headed for Washington and sightseeing.

The tour began in earnest on Monday morning with a trip to Gettysburg to see the site of one of the great Civil War battles. We also met two American bikers - man and wife riding his'n hers BMWs complete with a trailer for their dog! The first night's stop was at Front Royal, after a trip of about 240 miles.

Front Royal is at the head of the Shenandoah National Park, Virginia, and is at the start of 'Skyline Drive' which runs for 407 miles due south along the Shenandoah mountain range.

A toll road with no commercial traffic, Skyline Drive is a superb sequence of flowing bends following the natural rise and fall of the natural terrain through the park. Unfortunately the strict 25mph speed limit did not allow me to enjoy the T595 to the full (most of the time), but we did meet the wildlife of America - bears, turkey vultures, large flying bugs that hurt and a large deer that attempted to do battle with one of the BMWs. Luckily the decision went in favour of the bike rider who was from then on known as the Deer Hunter.

After an overnight stop at Roanoke we left Skyline Drive and headed down Interstate 81 through Hazard County and yes, the DeKees are still still driving their Chevies and riding Harley's!

We arrived in Nashville for a two



day stay as the temperature climbed into the 90s. Dawn was still rising, pillows and duvets missed a day yet. She's a brave lady!

Next stop was Gatlinburg, a ski resort in the Smokey Mountains of Tennessee. This was a nine-hour ride from Nashville but was followed by another two day stay spent admiring the sights before we headed for the bikers' paradise of Deal's Gap. This road is 11 miles long and has 314 bends, most of which are either 90 or 180 degrees, and it should not be missed if you're ever in the area.

Sun still shining, we spent the next day riding over the Smokies for the eastern seaboard and the towns of Williamsburg and Jamestown. Williamsburg was rebuilt by Rockefeller in 1933 to give employment to builders and is a place of outstanding beauty. A working colonial style town with ancient crafts such as wig making, silversmiths, blacksmiths and old inns, the only traffic allowed are carriages - definitely no bikes.

It was then time to head back north over the Chesapeake Bay

Despite limited pilon experience Dawn Blalock didn't miss a day in the saddle.

Bridge. The bridge is 17.6 miles long and quite an experience when ridden across in a force three gale.

Onwards back north to Baltimore via Washington to refuel the 47 bikes into the container - one extra because one of the party had bought a bike during the trip. Finally, on September 27, we left Baltimore for Gatwick.

This was the trip of a lifetime. We received great hospitality from all the Americans we met. My motto from now on is: 'You are never too old and it is never too late'.

The only question is, shall I buy a motor, or does any one sell partners for a T595 as my wife wants to do it all again next year!!



Adventure over, the Blalocks are already planning their next trip.

Deals on wheels

Deals on Wheels

Planning a holiday? Then don't miss out on the chance to use your RAT membership to save cash. From hotel and camping accommodation to ferry crossings, bike hire and organised tours, the club can open to door to a range of new horizons.

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.

Company: Fernet Insurance Brokers USA
Product: Motorcycle, auto, watercraft and snowmobile insurance.

Offer: Varies based on state.
Contact: Fernet USA on 1-800-391-8144.
Applies to USA only.

Company: RAC
Product: RAC membership and breakdown cover.

Offer: 5% discount for close family of holders of Triumphcare Assistance, including the host cover for TA holders themselves, 10% discount on RAC membership for members not having Triumphcare Assistance cover.
Contact: RAC on 01454 209006 for Triumphcare holders; 0800 716976, quoting ref. MC0012, for other members.
Applies to UK only.

Bike rental

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

Company: Triumph Hellas.
Product: Triumph hire in Greece.
Offer: 5% reduction on published rates.
Contact: Triumph Hellas on +30 976 5917 (phone) or +30 976 5918 (fax).

Company: H-C Travel.
Product: Motorcycle rental in New Zealand, USA and Canada.

Offer: 10% discount.
Contact: +44 (0)1256 770775,
fax +44 (0)1256 771773.

Company: Cruise America/Cruise Canada.
Product: Motorcycle and motor home rentals in the USA and Canada.
Offer: Discounts up to 20%.
Contact: Cruise America +1-800-827-7799.

Vehicle rental

Company: Avis Rent-A-Car.
Product: Car hire.
Offer: Discounts up to 10% plus special offers.
Contact: Avis Rent-A-Car on +1-800-331-2287. Quote AWD number T30700.

Company: Cruise America/Cruise Canada.
Product: Motor home rentals in the USA and Canada.
Offer: Discounts up to 20%.
Contact: Cruise America +1-800-827-7799.

Sea crossings

Company: P&O Stena Line.
Product: Ferry crossings, Dover-Calais, Newcastle-Dieppe and Portsmouth to Le Havre & Cherbourg.
Offer: 10% discount.
Contact: 0990 980780 from UK, +44 1304 860000 from elsewhere, quoting ref. 56531 Retail Promotions.

Company: P&O North Sea Ferries.
Product: Ferry crossings between the Hull & Rotterdam & Zeebrugge.
Offer: 10% discount.
Contact: 01482 377 177 in the UK, 0181 255 555 in Holland, 050 543 430 in Belgium, quoting the 'Rulers Association of Triumph' and your membership number.

Company: Stena Line.
Product: Ferry crossings between Harwich-Hook of Holland and three routes from UK to Ireland.
Offer: 10% discount on Continental routes, 10% on Irish routes.
Contact: +44 (0)990 204402 quoting reference LW/GC98/087.

Company: Hoverspeed.
Product: Hovercraft crossings, Dover-Calais or Folkestone-Boulogne.
Offer: 15% discount on standard motorcycle fares.
Contact: 0990 240241 (UK); 9800 901777 (France); 0130 825075 (Germany); 0800 022

0083 (Holland); 0800 71822 (Belgium); 00 44 990 240241 (others). Quote code ST/TRM for standard return fares and EX/TRM for 5-Day returns.

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 375000.
Fax +44 (0)1759 373111.

Hotel accommodation

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

Company: Stakis Hotel, Leicester, England.
Product: Hotel accommodation. Ideal for family visits.
Offer: Special rates. Bed and breakfast £29 per person, dinner, bed and breakfast £39. £15 single supplement. Includes use of health club.
Contact: 0116 263 0066.

Company: Hotel Regina, Salzburg, Austria.
Product: Hotel accommodation.
Offer: 10% discount, free swimming and parking.
Contact: Bookings and information on +43 (0)5476 6253, fax +43 (0)5476 6239.

Company: Vota 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: Vota Palace Hotel on +377 98 10 4000, fax +377 93 35 18 94.
Company: L'Ental Hotel, Chamonix, Chamonix, France.

Product: Farmhouse accommodation in Pays Basque, France.
Offer: 10% discount.
Contact: Philippe and Mariee Duas, +33 (0)5 59 54 29 77 or +33 (0)6 11 50 03 63, or write to Errotaldeko Borda, route des Ventas, 64310 Sare, France.

Company: Auberge de la Benvenuto.
Product: Hotel in Provence, France.
Offer: Discounts to 10% depending on season.
Contact: Auberge de la Benvenuto, 13520 Les Baux de Provence, France, +33 (0)4 90 54 32 54, fax +33 (0)4 90 54 42 58.

Company: Hotel Palmspring, Bad Peterstal, Black Forest.
Product: Hotel accommodation.
Offer: 10% discount.
Contact: Mr and Mrs Erdrich, +49 (0)7806 301. Fax +49 (0)7806 1282.

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.

Organised tours -

Company: Big Rock Ltd.
Product: Guided sports bike tours to the Spanish Pyrenees.
Offer: 10% discount.
Contact: +44 (0)1285 656588

Company: Vrij Uit Motorvakanties.
Product: Motorcycle tours in Europe.
Offer: 5-10% discount.
Contact: +31 (0)23 5696 630 or fax +31 (0)23 5696 515.

Company: Triumph Hellas.
Product: Guided touring holidays in Greece, including Triumph hire if required.
Offer: 5% reduction on published rates.
Contact: Triumph Hellas on +30 97 6 5917 (phone) or +30 976 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 771775.
Company: BikeFun Tours.
Product: German led guided tours of Provence, Corsica, Bali and Poland.
Offer: Discounts between 5-11.5%.
Contact: +49 (0)48 25 1695, quoting reference 'Triumph RAT Club'.
Company: Himalayan Roadrunners Ltd.
Product: Guided tours in Bhutan, Nepal, India and Thailand.
Offer: 5-10% discount, depending on destination.
Contact: USA - Toll free 1-888-RideHigh UK - 0171 627 2030.

Company: Adventure New Zealand Ltd.
Product: Tours of New Zealand using Triumph motorcycles.
Offer: 10% discount.
Contact: +64 25 969071 (phone), +64 3 548 0395 (fax).

Company: Rocky Mountain Motorcycle Holidays.
Product: Tours of the Canadian Rockies using Triumph motorcycles.
Offer: 10% discount.
Contact: +901 604 938 0126, +901 604 938 0125 (fax).

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, Kibbourn Street, London SE16 1DN, England.
Tel: +44 (0)171 231 6331 or 0956 419257.

Company: EMAP National Publications.
Product: 'Bike', 'Performance Bikes' and 'RIDE' magazines.
Offer: 20% discount on subscription rates.
Contact: +44 (0)1858 435337 quoting reference NA25/A23 for 'Bike', NO16/O1L for 'RIDE' or NH21/H26 for 'Performance Bikes'.

Company: Moterred Reisen und Sport.
Product: Subscriptions.
Offer: 10% discount or free Zippo lighter.
Contact: Heinrich Bauer, LAPIS R.G., Industriest. 16, 50735 Köln, Germany, reference RAT-Club.

Training courses -

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

FERNET USA



Fernet Insurance Programs offer the following benefits:

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Price £108.00

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UK £4.85 Europe £7.19

Zone 1 £11.95 Zone 2 £16.54

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(Green/white/green)

Price Green £10.00

Two tone £15.00

Post/packing

UK £3.89 Europe £5.56

Zone 1 £2.28 Zone 2 £2.56

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(Green/L, XL, XXL)

Price £25.00

Post/packing

UK £2.29 Europe £3.29

Zone 1 £6.31 Zone 2 £7.31

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(White, green/L, XL)

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UK £1.69 Europe £3.14

Zone 1 £8.19 Zone 2 £5.58

RAT T-shirt

(White, XL)

Price £18.00

Post/packing

UK £1.17 Europe £2.62

Zone 1 £1.16 Zone 2 £1.58

RAT Wallet

(Green)

Price £6.80

Post/packing

UK £8.89 Europe £1.56

Zone 1 £2.26 Zone 2 £2.56

RAT Belt Buckle

(Green)

Price £25.00

Post/packing

UK £8.49 Europe £8.81

Zone 1 £1.21 Zone 2 £1.17

RAT Pin Badge

(Green)

Price £5.80

Post/packing

UK £8.20 Europe £8.75

Zone 1 £1.06 Zone 2 £1.18

RAT Binders

(Green)

Price £7.05

Post/packing

UK £8.81 Europe £1.85

Zone 1 £3.41 Zone 2 £4.81

Torque back issues

Price £3.08

Post/packing

UK £8.61 Europe £1.62

Zone 1 £1.62 Zone 2 £1.80

* Zone 1: outside Europe

** Zone 2: Australia/New Zealand/Japan

RAT Regalia Order Form

Please send me the following items

	Price	Packing	Size	Colour	Quantity	Total price
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Two tone cap	£.....	£.....			£.....
Sweatshirt	£.....	£.....			£.....
Polo shirt	£.....	£.....			£.....
Jacket	£.....	£.....			£.....
T-shirt	£.....	£.....			£.....
Wallet	£.....	£.....			£.....
Belt buckle	£.....	£.....			£.....
Pin Badge	£.....	£.....			£.....
Binders	£.....	£.....			£.....
Back issues	£.....	£.....	Issues per		£.....
Total amount						£.....

How to pay

• By credit card Visa Mastercard Access Delta Eurocard   

Number Expiry date

Signature

• By cheque: for UK only, or by Girochèque in Sterling, payable to Bob Berry Marketing Services

Make your order

- By phone to Tamlin Brown on +44 (0)1536 507402
- By fax on +44 (0)1536 507401
- By e-mail to mechanics@dalpipes.com
- By post to RAT Regalia, The Old Bakery, 19 Market Hill, Rothwell, Northants, UK, NN14 6BW

My details

Name Address

Post code Country

Daytime telephone/fax/e-mail

Model of Triumph owned



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