

# TORQUE

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH



No 9 Autumn 1998

# REVEALED!

## NEW TRIUMPHS FOR '99



**W**e 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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**R**ADICAL new Sprint sports tourer and Tiger enduro style machines will spearhead Triumph's stronger than ever 1999 model range.

The all-new Sprint ST features a re-tuned version of the company's successful 955cc three cylinder fuel injected engine housed in an aluminium alloy perimeter beam frame, while the Tiger uses an 885cc version of the same engine in a low-line tubular steel perimeter frame.

Both machines feature stunning new styling to further widen the appeal of the nine model Triumph range.

Other highlights of the line-up unveiled at September's Munich Show in Germany include the new unfined Speed Triple which now features the same 955cc engine used in the Sprint ST and a lower, leaner version of the popular Adventurer cruiser.

## Sprinting ahead

**T**RUMPH'S Sprint range is already famous for its superb all-round performance, but the new Sprint ST takes the concept into a new era.

Using the proven 955cc fuel injected three cylinder powerplant used in the Daytona sports bike as the basis for development, Triumph's engineers have produced a re-tuned version offering optimum mid-range performance while retaining impressive high speed ability.

With peak torque of 97Nm (72lb.ft) at just 6200rpm, the Sprint ST makes easy work of a long day's ride, whatever the

# The class

The successful Daytona model is further refined to provide cutting edge sport bike performance and for 1999 will carry the Daytona 955i badge.

Detail improvements have also been made to the Trophy tourers which feature a reprofiled cockpit screen, while the recently unveiled Legend TT joins the Adventurer and Thunderbird Sport models in Triumph's line-up of classically styled roadsters.

It all adds up to an even better choice for the serious motorcyclist.

going, while with 110PS (108bhp) maximum power on tap when the tachometer needle spins up to 9200 rpm, there is still plenty of fun in store when the rider switches into sports mode.

That sort of performance demands the best from a machine's chassis, and the Sprint ST has been built to respond, with an all-new aluminium alloy beam frame carrying suspension adjustable at the front and rear to suit all sorts of riding conditions from hard solo sports runs to two-up touring.

With a full range of accessories available, including integrated colour co-ordinated panniers and top box, a solo seat cowl and performance silencer, the Sprint ST offers the best of all worlds.



### Sprint ST

Engine type:	Liquid cooled, DOHC, in-line triple.
Capacity:	955cc
Bore/Stroke:	79 x 65mm
Fuel system:	Electronic fuel injection.
Gearbox:	Six speed.
Frame:	Aluminium alloy beam frame.
Swingarm:	Single sided aluminium alloy.
Front forks:	43mm forks with dual rate springs adjustable for pre-load.
Rear suspension:	Monoshock with hydraulic pre-load adjustment and adjustable rebound damping.
Front brakes:	2 x 310mm floating discs, 2 x 4 piston calipers.
Rear brakes:	1 x 255mm disc, 1 x 2 piston caliper.
Dry weight:	207kg (456lb).
Seat height:	800mm (31.5 in).
Fuel capacity:	21 litres (5.6 gal US).
Maximum power:	110 PS (108 bhp) at 9200 rpm.
Maximum torque:	97Nm (72 lb.ft) at 6200 rpm.
Colours:	Tornado Red and Jet Black.

# of '99

## In the Tiger's trail

**T**HE new Triumph Tiger continues in the tracks of its well-loved predecessor to combine aggressive off-road styling with superb on-road performance.

The all-new version of Triumph's big trailie takes the proven mid-range performance of the 885cc three cylinder fuel injected engine last seen in the T509 Speed Triple and combines it with a new tubular steel perimeter frame. The result is a serious mile-eater capable of chewing up the toughest going and still coming back for more.

The new frame gives the bike a lower centre of gravity than the previous model, combining with excellent suspension and brakes to give precise, confident handling, and it also provides the rider with an adjustable seat height.

The twin elliptical headlight fairing and detail touches such as a power take-off socket as standard and the availability of colour co-ordinated integral panniers as an accessory make the new Tiger an excellent choice as an all-terrain tourer.

### Tiger

Engine type:	Liquid cooled, DOHC, in-line triple
Capacity:	885cc
Bore/Stroke:	76 x 65mm
Fuel system:	Electronic fuel injection
Gearbox:	Six speed
Frame:	Tubular steel perimeter frame
Swingarm:	Aluminium alloy
Front forks:	43mm
Rear suspension:	Monoshock with remotely adjustable pre-load and rebound damping
Front brakes:	2 x 310mm discs, 2 x 2 piston calipers
Rear brake:	1 x 285mm disc, 1 x 2 piston caliper
Dry weight:	215kg (474lbs)
Seat height:	840 - 860 mm (33 - 33.8 in) adjustable
Fuel capacity:	24 litres (6.4 gal US)
Maximum power:	87 PS (86 hp) at 6200 rpm
Maximum torque:	65 Nm (62 lb ft) at 6400 rpm
Colours:	Lightning Yellow and Jet Black

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## Deep down power

**P**ERFORMANCE is more than skin deep when it comes to the 1999 Triumph Speed Triple.

On the surface things may look the same. Same awesome, naked, stripped down looks. Same aggressive twin headlights and ready-for-action flat handlebars. Same head-turning Roulette Green and Jet Black paintwork.

### Speed Triple

Engine type:	Liquid cooled, DOHC, in-line triple.
Capacity:	955cc.
Bore/Stroke:	79 x 65mm.
Fuel system:	Electronic fuel injection.
Gearbox:	Six speed.
Frame:	Aluminium alloy.
Swingarm:	Single sided aluminium alloy.
Front forks:	45mm with dual rate springs, adjustable for compression, rebound damping and compression damping.
Rear suspension:	Monoshock with adjustable pre-load, rebound damping and compression damping.
Front brakes:	2 x 320mm floating discs, 2 x 4 piston calipers.
Rear brakes:	1 x 220mm disc, 1 x 2 piston caliper.
Dry weight:	196kg (432lb).
Seat height:	800 mm (31.5 in).
Fuel capacity:	18 litres (4.8 gal US).
Maximum power:	110 PS (108 bhp) at 9200 rpm.
Maximum torque:	97 Nm (72 lb.ft) at 5800 rpm.
Colours:	Roulette Green and Jet Black.

But search a bit deeper and the heart starts to beat a bit faster. Nestling in the aluminium alloy tubular frame now sits the same 955cc three-cylinder fuel injected engine as used in the Sprint ST model, re-tuned to provide maximum mid-range power.

The resulting package retains all the visual impact and pin sharp handling of the fun-loving Speed Triple package linked to even more spine-tingling performance. It's a combination that could prove hard to resist.



## Custom cruiser

**R**ELAX and enjoy the ride with the sleek new version of Triumph's classically styled Adventurer roadster.

Retaining the same powerful torquey three cylinder engine as its predecessor, the new model offers a lower, slender profile thanks to a series of detail developments.

### Adventurer

Engine type:	Liquid cooled, DOHC, in-line triple.
Capacity:	885cc.
Bore/Stroke:	76 x 65mm.
Fuel system:	3 x 36mm flat slide CV carburetors.
Gearbox:	Five speed.
Frame:	Micro sloped high tensile steel.
Swingarm:	Aluminium alloy.
Front forks:	43mm with triple rate springs.
Rear suspension:	Monoshock adjustable for pre-load.
Front brakes:	Single 320mm disc, 1 x 2 piston caliper.
Rear brakes:	Single 285mm disc, 1 x 2 piston caliper.
Dry weight:	211kg (464lb).
Seat height:	675 mm (26.5 in).
Fuel capacity:	15 litres (4 gal US).
Maximum power:	70 PS (69 bhp) at 8000 rpm.
Maximum torque:	72 Nm (53 lb.ft) at 4800 rpm.
Colours:	Black and silver.

A new rear subframe, repositioned sidepanels and new dual seat provide a seat height of just 675mm (26.5 inches) and a narrower seat profile, while a new 19 inch front wheel a 27 degree rake angle enhance the bike's cruiser profile.

But the improvements aren't just cosmetic. New gearing in the five speed box provides more relaxed long-legged cruising and improved fuel economy. While detail improvements include a longer sidestand and painted engine cases.



## Touring choice

**A** LREADY established as a proven long distance tourer with a surprising streak of sporting performance, the Trophy range continues into 1999 with a number of detail changes to improve the package even further.

A redesigned fairing and screen provides impressive weather and wind protection while not compromising the elegant lines that emphasise the bike's supremely comfortable

### Trophy

Engine type:	Liquid cooled, DOHC, in-line 4 or 3 cylinder
Capacity:	1180cc four / 885cc triple
Bore/Stroke:	76 x 65mm
Fuel systems:	4 or 3 x 36mm flat slide CV carburettors
Gearbox:	Six speed
Frame:	Micro alloyed high tensile steel
Swingarms:	Aluminium alloy
Front forks:	43mm with static rate springs
Rear suspension:	Monoshock adjustable for pre-load
Front brakes:	2 x 310mm floating discs, 2 x 4 piston calipers
Rear brakes:	Single 255mm disc, 1 x 2 piston caliper
Dry weight:	235kg (518lb) / 220kg (485lb)
Seat height:	790mm (31.5 in)
Fuel capacity:	25 litres (6.6 gal US)
Maximum power:	108 PS (107 bhp) / 98 PS (97 bhp) at 9000 rpm
Maximum torque:	104 Nm (77 lb.ft) at 5000 rpm / 83 Nm (61 lb.ft) at 4500 rpm

## The best gets better

**O**N the surface the biggest change to the best selling Triumph Daytona for 1999 is a new badge! To clearly identify the super sportster as a large capacity contender, it now carries a 'Daytona 955i' badge to replace the factory T595

### Daytona 955i

Engine type:	Liquid cooled, DOHC, in-line triple
Capacity:	955cc
Bore/Stroke:	79 x 65mm
Fuel systems:	Electronic fuel injection
Gearbox:	Six speed
Frame:	Aluminium alloy
Swingarms:	Single sided aluminium alloy
Front forks:	43mm forks with dual rate springs adjustable for compression, rebound damping and spring pre-load
Rear suspension:	Monoshock with adjustable pre-load, rebound damping and compression damping
Front brakes:	2 x 320mm floating discs, 2 x 4 piston calipers
Rear brakes:	1 x 220mm disc, 1 x 2 piston caliper
Dry weight:	198kg (436lb)
Seat height:	800mm (31.5 in)
Fuel capacity:	18 litres (4.8 gal US)
Maximum power:	130 PS (128 bhp) at 9900 rpm
Maximum torque:	105 Nm (74 lb.ft) at 7600 rpm
Colours:	Tornado Red, Jet Black and Lightning Yellow

long distance capacity.

Practicality and style comes courtesy of the twin colour co-ordinated panniers which provide a full 72 litres of luggage space as standard. A rear rack and top box are available as options.

The Trophy continues to be available with the choice of a rorty 900cc triple or torquey 1200cc four cylinder engine. The four cylinder machine's long distance cruising ability is further enhanced for 1999 by higher gearing and carburation modifications to improve fuel economy.



designator.

But hidden underneath the sleek bodywork lurk the results of the ceaseless efforts of Triumph's development engineers to improve an already excellent package.

New for '99 is a modified exhaust camshaft giving increased performance across the rev range, while revised air bypass and throttle body assemblies give an even sharper, more

progressive response from the electronic fuel injection system. A revised rear suspension unit further refines the bike's handling while a more compact exhaust header system improves ground clearance.

It all adds up to an even better choice for the committed sports rider.



## Traditional values

Riders with a taste for traditional style are spoilt for choice with the 1999 Triumph line-up. In addition to the revised Adventurer cruiser, the recently introduced Legend TT and the evocative Thunderbird Sport offer an option to suit all tastes.

The Legend offers modern handling, braking and acceleration, plus all the character of Triumph's much loved three cylinder engine, in a package that provides traditional styling with a low seat height of just 675mm (26.5 ins).

For the rider seeking sports bike performance in classic

clothing, the Thunderbird Sport's version of the Triumph triple motor produces a mighty 76Nm (56 lb/ft) of torque and a useful 83 PS (82 bhp).

That sort of performance demands handling to match and the Thunderbird Sport produces the goods in that department as well, courtesy of fully adjustable front and rear suspension, twin 310mm front disc brakes and stylish 17 inch spoked wheel shod with modern sports tyres.

Dramatic yellow and black or red and black colour schemes and stacked flat track style twin silencers complement the performance with stunning looks to complete a truly individual machine.

### Legend TT

Engine type:	Liquid cooled, DOHC, in-line triple
Capacity:	885cc
Bore/Stroke:	76 x 65mm
Fuel system:	3 x 36mm flat slide CV carburettors
Gearbox:	Five speed
Frame:	Micro alloyed high tensile steel
Swingarm:	Aluminium alloy
Front forks:	43mm with triple rate springs
Rear suspension:	Monoshock adjustable for pre-load
Front brakes:	Single 320mm disc, 1 x 2 piston caliper
Rear brakes:	Single 285mm disc, 1 x 2 piston caliper
Dry weight:	215kg (474lb)
Seat height:	675mm (26.5 ins)
Fuel capacity:	15 litres (4 gal US)
Maximum power:	70 PS (69 bhp) at 6000 rpm
Maximum torque:	72 Nm (52 lb/ft) at 4500 rpm
Colours:	Cardinal Red, Imperial Green and



### Thunderbird Sport

Engine type:	Liquid cooled, DOHC, in-line triple
Capacity:	885cc
Bore/Stroke:	76 x 65mm
Fuel system:	3 x 36mm flat slide CV carburettors
Gearbox:	Six speed
Frame:	Micro alloyed high tensile steel
Swingarm:	Aluminium alloy
Front forks:	43mm with triple rate springs, adjustable for compression, rebound damping and spring pre-load
Rear suspension:	Monoshock adjustable for compression, rebound damping and spring pre-load
Front brakes:	2 x 310mm discs, 2 x 2 piston caliper
Rear brakes:	Single 285mm disc, 1 x 2 piston caliper
Dry weight:	224kg (494lb)
Seat height:	790mm (31.1 ins)
Fuel capacity:	15 litres (4 gal US)
Maximum power:	83 PS (82 bhp) at 6500 rpm
Maximum torque:	76 Nm (56 lb/ft) at 4500 rpm
Colours:	Racing Yellow and Black, Tornado Red and Black





RAT WORLD

# TRIUMPHS COME HOME



**H**UNDREDS of club members came together for a massive ten mile parade to mark the climax of the RAT Summer

Festival weekend in England in July.

The riders met at the Market Bosworth site of the weekend's rally to ride together to the

Triumph factory for the club's

festive

Factory Open Day. Around 350 Triumphs produced a stunning display as they filed into the factory car park, with day visitors pushing the final head count to around 750.

Triumph staff welcomed members with a specially prepared tour route around the factory, a trilingual guidebook and a host of special displays and demonstrations, ranging from robot welding to hand painting coachlines.

Outside entertainment included a live band and three exciting shows by stunt trials rider Jason Finn.

Sunday's Open Day followed two days of activities at the Summer Festival rally. A live band and pig roast kicked off events on the Friday night, with most riders spending Saturday exploring the area.

Members from Germany, Holland, Belgium, Sweden, France and Norway joined UK members for a riding programme that

included a roadbook tour, treasure hunt and demonstration rides. Other destinations included the dramatic Peak District of Derbyshire, Warwick Castle and the National Motorcycle Museum.

A second live band and disco completed Saturday, with the curtain coming down after a string of late night drinking and pole climbing competitions! More sedate daytime activities included a tug of war, wind surfing, sailing and canoeing.

The success of the event means that plans are already being formed to make the Factory Open Day and annual highlight of club membership, as part of a full action-packed Triumph Weekend. Further details will be published in future editions of *Torque*, so watch this space!

Stunt star Jason Finn entertained visitors at the Factory Open Day.



Members from all over Europe came together for the club's biggest weekend yet.



RAT WORLD

## Action time

**P**LENTY of club action was taking place as we went to press. The German National Rally near Hamburg was scheduled for September 11-13 while the USA National Rally was being prepared at Steamboat Springs, Colorado, between September 15-20. Back in Europe, the second Greek Triumph Rally was held at Volos on September 4-6 and members were taking part in the Big Rock tour to the Pyrenees between September 15-26. Reports and photos in the next issue.

## Greek adventure

**P**LANS for Triumph's Greece's touring programme include three options. The first covers 10 days and 2000 kilometres in the Peloponnese and the South; the second option heads to the north of the country for 2500 kms in 12 days and the third plan takes riders into Turkey and across to Mios island in a 14 day, 3500 kilometre ride.

The tours include a lead rider and back-up vehicle and the hire of a 1998 model Triumph and run from April to October. There is a special rate for RAT members.

For more information call Deborah Seagonakis on +30 | 976 5917, fax +30 | 976 5918 or email triumphgr@ath.forthnet.gr.

## Intermot gift

**I**f you're planning a trip to see the new Triumphs at the Intermot Show in Munich between September 16-20, don't forget to take your RAT membership card. The first 40 members to visit the Triumph stand each day will win a special RAT-Intermot t-shirt.

## Hot stuff

**N**OT even blistering temperatures of 50 degrees centigrade can put off the enthusiastic members of the Dubai RAT pack in the United Arab Emirates. Recent objectives for the regular breakfast runs include the Hatta Fort Hotel on the Oman border and the mountain area of the country where temperatures drop to just 45 degrees!

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Hot times in the desert as the Dubai RATS heads to the hills in search of cooler conditions.



RAT WORLD

## Veldt riders

TELEVISION coverage marked the launch of the club in South Africa in June.

Around 40 Triumphs came together for a Breakfast Run to get things moving and Triumph SA's Chris Speight and National RAT Manager Mike Davidson now plan a full programme of rides and activities.

"We had a mixed batch of models and were pleasantly surprised by the enthusiasm of all who came along," said Mike.

"Everyone was keen for more meetings - at least one per month - and we are planning a weekend trip to the Eastern Transvaal in August."

Enthusiastic support marked the club's debut event in South Africa.



## Thai Treat

THAI Triumph importers

Thunderbirds are offering Triumph mounted tours of their country with special rates for RAT members.

Two 12 day routes are available, one each for the north and south of the country. Total distances are around 2,700 kilometers.

Prices include bike rental, hotel accommodation and all meals. Contact Joe Broomprason on +662 731 7998, fax +662 731 1971, email: [thirdtours@j3mail.com](mailto:thirdtours@j3mail.com) for more information.



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For more information please call Chris on Freephone 0800 056 6896 (applies UK only)

## Beaujolais blast

**F**ancy a challenge? Then why not take the plunge and sign up for this year's RAT Beaujolais Run? 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 is timed to

allow us to join in the celebrations surrounding the release of Beaujolais Nouveau at midnight on November 18-19 in the village of Beaujeu in eastern France.

The bash involves a huge party for around 3000 people, superb food, limitless 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 uncork 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 RAT back-up. You should make your own arrangements for hotel stops en route and ferry crossings (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 £80 per person, and as we have to confirm numbers in September 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.



## Ardennes adventure

**M**EMBERS in Holland and Belgium will welcome visitors from other countries to their first Ardennes Rally in south-east Belgium on September 26.

Exploring the stunning hills and forests of the region will be high on the agenda, with a tour route planned to take in the region's best roads and scenery. There will also be time for more leisurely tourist activities including visits to the Battle of the Bulge museum, poetry and ham museums and several prehistoric sites.

If you are feeling more energetic you can kayak or raft on the river Ourthe or even take a turn at hang gliding.

At the end of the day's ride there will be a dinner featuring traditional Ardennes food and drink in a local restaurant with views over the river.

The rally is based in the lovely town of La Roche from where it will leave the Quai de l'Ourthe square at 10am.

There is no charge to take part in the ride, but dinner will cost 700 Belgian Francs (about £12) per head. We have also reserved a small number of rooms at the local Hotel Le Floreal at around 1250 BF for a double room.

To reserve a place at the event, call Desiree Stumeijer at the Benelux Triumph importer, Greenib, on +31 (0)71 301 9292. She will ask for a cheque if you require dinner on Saturday and 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.

# Devon delight

over Exmoor before returning to Finlake, via Exeter.

There is no charge for members to enter the event,

**H**EAD for deepest Devon for two brilliant days' riding in stunning scenery at our UK Autumn Rally on September 26 and 27.

Hosted by Exeter Triumph dealer Bridge Motorcycles, the weekend will be based at the Finlake Holiday Park, near Chudleigh, and features a route which covers Dartmoor on the Saturday and focuses on Exmoor during Sunday.

Saturday's ride will take the form of a treasure hunt, leaving Finlake at around 1pm for a 50-60 mile ride that will include a stop for tea at the picturesque Post Bridge. Riders will return to base by 5.30pm, in time to get ready for the evening's fun that includes a Sixties Night disco.

Sunday's schedule will start with a visit to Bridge's Exeter base for coffee and to meet up with riders unable to join in on the Saturday. There then follows a ride of around 100 miles

and special weekend membership is available to guests at £5 per person. This is payable at signing on and is refundable if the guest decides to join the club during the weekend.

A wide choice of accommodation has been arranged. Camping on the Finlake site costs £9 per night and we have arranged a rate of £49.50 for a double room and English breakfast at the Old Coaching House hotel just two miles away in Chudleigh.

Another alternative is a group booking of a static caravan or lodge at Finlake. The caravans sleep up to six people and cost just £182 for the weekend. The lodges sleep up to four and cost £138. These prices include Friday night.

To book camping, a caravan or lodge, call Karen at Finlake Holiday Park on +44 (0)1626 853833. To book a room at the Old Coaching House, call +44 (0)1626 853270.

## You BEAUTY!

**A**USTRALIAN Triumph fans will be returning to Mount Beauty in Victoria for the fourth New Triumph Rally on October 10 and 11. With the event growing every year, the organisers hope for around 500 visitors this time.

Events include gymkhana style riding games on the Saturday, a trivia quiz and official rally dinner.

Kiewa Crescent in Mount Beauty is being closed off on the Sunday morning to allow a mass display of Triumphs and there are other attractions including a group ride out for Saturday lunch, karting, rock climbing, demo rides and a service school.

The rally is open to everyone and costs Aus\$48 for adults and Aus\$20 for children. This includes a two course dinner,



t-shirt and lodge.

Entry forms are available from Triumph dealers in Australia or call Triumph Australia direct on (03)9642 5660.

## Over the border

**D**ISCOVER the little know border country of Austria and Slovenia as part of an exciting Triumph Weekend being organised by the Austrian Steiner RAT Pack on October 9-11.

The event includes a treasure hunt and a tour venturing over the border into the state of Slovenia, which was part of the former Yugoslavia, a medieval style banquet in a historic castle and

the chance to try a hot spa bath.

Prizes for the treasure hunt will be presented at the spectacular rally dinner held at a castle in the host town of Villach.

The weekend is part of a

package that includes dinner, bed and breakfast on the Friday and Saturday nights plus bus transfer to and from the castle banquet.

RAT members qualify for a ten per cent discount. To book a place contact Sunflight Sportsreisen on +49 (0)8682 9917 or fax them on +49 (0)8682 95940.

# Manx magic

RIDING around the Isle of Man TT course is a dream for many riders. But how many have never tried it, or have only seen the island clogged up with race week traffic?

Now club members can experience not only the beauty of the Isle of Man but the thrill of riding over the famous TT course away from all the crowds.

We have organised a special members only weekend in the island on May 7-10 next year, leaving Liverpool on the Friday afternoon and returning on the Monday morning to give us two full days to discover the superb roads, scenery

and cuisine of this unique island.

The package includes return ferry from Liverpool to Douglas and three nights bed and breakfast accommodation in the excellent Sefton Hotel on Douglas Promenade. The cost is just £163 for a bike and rider and £135 for a passenger. Prices are based on sharing a twin room. There is a single supplement of £15.

Numbers are strictly limited and will be allocated on a first come first served basis. To book a place, please send a cheque for the required amount to RAT at PO Box 83, Hinckley, Leicestershire, England.



Glenn Hays is just one of the Isle of Man's hidden delights.

# Croft original

TRY your hand at riding on a race circuit in the UK's Great Northern Bike Show at Croft Circuit, near Donington, on October 11.

As well as a reserved parking area and reception marquee, RAT club members attending the event will have special



Triumph only track sessions reserved for them throughout the day.

This isn't a speed event - the sessions will be divided into experienced and intermediate groups and will be led by marshals - but it is a great no-pressure way to get a taste of riding on a circuit.

Organised by the British Motorcyclists Federation, the show also includes stunt riders, mini motos, area events and trade stands, plus the chance to ride as passenger in a racing sidecar.

Entry to the event will cost £5 per person (under 16s free), with track sessions at an additional £5.

## 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 or club HQ on +44 (0)1455 891515.

### International -

- September 15-20 USA National Rally, Steamboat 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.

### UK -

- September 26-27 Autumn Rally, Finlake, Devon.  
October 11 BMF Great Northern Bike Show, Croft  
May 7-10, 1999 Isle of Man Weekend.

### North America -

- September 15-20 USA National Rally, Steamboat Springs, Colorado.  
September 25-26 Barber Museum Weekend, Birmingham, AL.

### Europe -

- September 26-27 Ardennes Rally, La Roche en Ardennes (Belgium).

### Germany/Austria -

- October 9-11 Triumph Weekend at Villach, Austria.

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# Island for heroes







**Racing in the Isle of Man TT remains the biggest challenge in the world of motorcycling. The Jack Lilley Racing team rose to that challenge when they decided to enter a Triumph T595 in this year's production race. Race technician Paul Messenger and team backer Steve Lilley tell the story.**

**T**IME is such a strange thing. When you look forward things always seem so far away, but when you reach a deadline and look back it seems to have flown by so quickly. So it is when you prepare a bike for the Isle of Man TT races.

When the Jack Lilley Racing team received the T595 to be raced in this year's Production TT there were three months to go, but the TT circuit is like no other. The stresses imposed over the 37.75 mile circuit take a terrific toll on the bike, so it has to be completely stripped down and inspected.

Our bike was an ex-demo model with 10,000 miles and two winters

already to its credit, so extra care had to be taken. At least we knew the engine was loosened up and so should give good power!

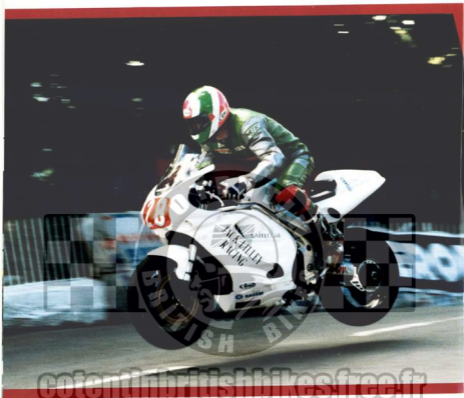
A compression test confirmed that things were looking good, so we set about removing all ancillaries. We fitted a White Power rear suspension unit and front forks which had been revalved by Maxton. The brakes were stripped and rebuilt with new seals and braided hoses to aid 'feel'.

With final touches including fitting new fibreglass bodywork and drilling and lockwiring all nuts and bolts, we were ready to load up and head for the ferry from Liverpool to Douglas, Isle

of Man, on the last Sunday in May.

Our first practice was the following evening, so we had all day to check things over. Our rider, Alan Batson ('Batty' to his friends), is a seasoned TT ace and was very impressed after his first ride, requesting just a few detail changes. Rain came on Tuesday, cancelling that afternoon's practice and so we were up at 4.30am for a morning session on Wednesday.

It was still raining, but at least the fog had lifted. In the paddock Batty took one look at us and said, "Naa, I don't think so." This was one time I was glad we had a rider who knew his way around the 240 corners of the



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course and didn't need track time to learn the way. We went back to bed and hoped for better weather for the next session.

The weather was much better for that evening's practice and Batty was in good form. It's a testing time when you have a rider out on the track. They only come round every 20 minutes or so and you're continuously checking the stop-watch, trying to visualise where he is on the track. Batty did two good laps and ended the session fourth fastest.

Thursday went equally well, with Batty sixth fastest and spirits were high as we prepared for Friday evening's final practice. Come Friday and the

weather and visibility was just about perfect. This was the time when the fast laps would be set. The first lap was soon reeled off and Batty flew past the pits onto his final lap.

Twenty minutes ticked by. Then 21, 22 and 23 and we started looking at each other uneasily, hoping for some sign of reassurance. Twenty-five minutes and concern heightened. Finally news came through. Batty had crashed at Ballaspur and had been helicoptered to Nobles Hospital. We dashed off to find out what had happened.

On arrival a nurse ushered us into an office and offered us a cup of tea. We were all stunned. Our worst fears

started to surface. I couldn't believe it when another nurse came in. "Would you like to see him now? He's being really cheeky to the nurses."

Batty was sitting up in bed taking the rise out of people and making out that it was no big deal. He told us that he was on his fastest lap when he went to pass a newcomer into a quick left-right kink. The other rider shut the door and with nowhere to go, Batty hit a stone wall. He took the impact on his shoulders and back, but somehow stayed on board before slumping into a heap at the next marshals' post. The x-rays showed two broken ribs to complement heavy bruising.



Because that evening turned out to be the fastest session, we dropped to 11th overall after practice, but that was no disgrace and all we needed was for Batty to get fit in time for the race, which luckily was not until the last day of TT week, the following Friday.

Things almost went to plan, except for Batty cracking another rib when he sneezed on Wednesday! He put on a brave face, but he was clearly in a lot of pain as we got ready for the race.

Friday was at least sunny and he got away in fine style, ending the first lap in 14th place at an average speed of 113.74mph. Pitting at the end of lap two, Batty was up to 13th and the crew got him refuelled and back out as

quickly as possible for the third and final lap.

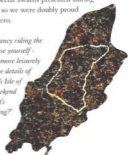
Unluckily a fallen rider slowed Batty down on that last lap, but he still came home in 17th place at an average race speed of 112.39mph - miraculous considering he finished in absolute agony having bashed his injured ribs against the tank on the very first lap.

Of course Alan thought he could have done better, but we knew he was a hero. To ride the TT course at 100 per cent when you're fit is hard enough, but when you're injured - well think about it.

The final nice thing to happen on Friday was that we were awarded the Joe Craig Trophy for the best British com-

petitive on a British bike in any race during the week. This is just one of seven special awards presented during the TT, so we were doubly proud of our hero.

● *Fancy riding the TT course yourself - but at a more leisurely pace? See details of the club's life of May weekend in 'What's Happening?'*



# Letters

## Aussie odyssey

JUST thought you might be interested in hearing about the trip that I have just completed on my '95 Sprint.

On April 29, two mates and I started the Big One - Yep, the lap of Oz! We had six weeks to complete it. The idea of the trip was to follow the No.1 Highway in a clockwise direction, departing from Newcastle. We weren't interested in seeing too much, we just wanted to do the ride. However we did manage to squeeze in ten rest days for a bit of R&R and elbow bending.

The other two bikes doing the trip were a '95 Daytona and an '85 BMW K100RT. My Sprint performed faultlessly - as I knew it would. I had it serviced and fitted with new tyres and chain a few days before we departed. It had 66,653 kilometres on the clock when we left.

Along the way I gave it two oil changes - at Perth and Darwin. I had to get a new rear tyre at Brisbane and had

to change the original set of front brake pads after 72,870 kms and the third set of rear brake pads after they'd done 30,000 kms (in Townsville).

At the end of the trip I had done 17,633 kms at an average of 14.1 km/litre (39.9 mpg). The best fuel economy I achieved was 18.5 km/l (43.7 mpg), the worst was 10.41 km/l (24.4 mpg). The worst economy was in the Northern Territory where there are no speed limits! You bewdy!! We were sitting on speeds between 160 and 200 km/h.

Unfortunately this sort of running made the Sprint very thirsty, so in the end I spent Aus \$1025.77 on fuel and fuelled up 85 times. The average fuel price was 82.3 cents per litre, with the most expensive being the 104.3¢/l I paid on the Nullabor Plain. The cheapest was 61.9¢/l at Bevisy.

My main observations from the trip were:

1. New Triumphs are still fairly unknown to the general public.

## Stolen dreams

I WOULD like to ask fellow RAT members to help me find my bike. It is a T595 and someone stole it on May 9 in Vallon-Pond-d'Arc in the Ardèche, France. I had only bought it a month earlier and after so much saving to buy a dream, to lose it in one second of inattention is very hard.

Unfortunately I had no theft insurance and my bike was everything to me. It was in red, VIN number SMTTE505LGW056840.

If someone sees it somewhere, please let me know. You can call me on +33 (0)4.75.42.80.13 or fax on +33 (0)4.75.42.80.54.

Jean-Marie Surayotti, Dornas, France.

2. Every second bloke owned one back in the Forties.

3. The battery requires frequent topping up (my lights are always off in daytime).

4. The speedo reads 10 km/h higher than the actual speed. This saved us from a few speeding tickets. Incidentally the Daytona speedo was the same and so is another mate's T595 that I have ridden a few times.

Pete Regan, Summerland, NSW, Australia.



Members of the Rogue Valley Triumph Club take a break.

### Safe and sound

I'M writing to sound out the motorcycle community on their feelings about the use of specialised lockers for bike parking. These are becoming popular with UK cyclists who are prepared to pay for added security - often between £1 and £1.50 per day for an all-day place.

It is notable that a bike locker made with the proper dimensions appropriate for the widest range of bicycles can accept over 90 per cent of models in use in the UK. True some of the cycle lockers can be slightly short, meaning you have to wedge two bikes into one box, but the potential of an all-day parking space reserved for you and holding your riding gear and helmet in a secure place, has not escaped us.

The deposit time is short comparing to the time it takes to feed chains through wheels and with the technology we are looking at there is also the potential to offer a national network of lockers available to subscribers wherever they need to park by use of a personal plastic card and PIN.

There may even be some potential to offer insurance benefits as the lockers will be fully secure and there is even the option of tagging all bikes using the lockers.

If this sounds far fetched, it isn't. We are already running a test unit for a tagged cycle and computer logged hire system.

Let me know what you think.

Dave Moffat, PO Box 15174,  
Glasgow, G4 9LW, Scotland.

### Helping hand

WHILE touring the Florida panhandle on my 1996 Thunderbird in March, my machine began to overheat. I secured a phone and called 1-800-RIDE-TRI-UMPH. As you might think, I expected my vacation to be over, but it could not have been further from the truth.

After getting through to Triumph America, a courier was dispatched to pick up my bike and was with me within 45 minutes. My bike was taken to J&D Cycles, Pensacola, and returned to me within 24 hours of my one and only phone call without any charges to me. This commitment to excellence could be no greater.

My friends, Triumph is here to stay.

Jim Prosser, Shelbyville, Illinois, USA.

### Oregon trail

HOW'S the weather in England? (We think you're asking - NW!) I just wanted to write and let you know how much the Rogue Valley Triumph Club enjoys RAT.

We love how you all make us feel right at home. Thank you for a great program and especially the world's greatest motorcycle.

The next time you're in Medford, Oregon, USA, give me a call, I'll introduce you to the club and take you for the ride of your life!

Enclosed are two pictures - one of us and our bikes and the other of Crater lake National Park (70 miles from Medford). By the way, Crater Lake is the world's third deepest lake.



Crater Lake, Oregon. Great venue for a Sunday Run!

I've got to run, the club is getting ready for the trip to Monterey, California, for the AMA Superbike Championships.

Scott Troland, Medford, Oregon, USA.

### Safety first

ONE little tip for anyone new to taking groups of riders of varying abilities on a run is to make sure that each person has a precise route map and knows where to meet at the destination so that riders are not forced to hang onto the tail of the bike in front for fear of getting lost.

It is important that everyone has fun and that those who want to go fast can do so and that those who want to take it easy likewise.

I also find that groups of more than ten or so machines are best split to leave intervals of fifteen minutes or so between groups, preferably with the slower riders leaving first. If you handicap it right, all riders should arrive at about the same time.

Furthermore, riders do need to maintain a view ahead of the bike in front and should not follow immediately behind for obvious reasons.

I find that it is worthwhile spending a few minutes before a ride with those who are not used to group riding, pointing out the importance of maintaining a good view, leaving space between bikes and staying aware of the other members within the group.

I also make sure that all bikes are full of fuel before departing so that if fuel stops are necessary, then everyone will stay together. Nothing slows a ride down more than having to make half a dozen fuel stops because everyone has left with tanks at various levels.

I am sure I am teaching most readers to suck eggs, but I am equally sure that those new to group riding may benefit from these ideas.

As well as the runs we have planned for the Summer, we will be taking part in the RAT Autumn Rally on September 26/27th and the Beaujolais Run in November. If any members are looking for a London group to ride with, they will be more than welcome to come with us.

Andrew Hale, Metropolis Motorcycles,  
London, England.

**What's the story?**

COULD you please advise me about the warranty status of any Hinckley built Triumph fitted with non approved parts?

Some dealers say there is no warranty on the entire bike, others say the warranty is voided on the particular part itself. Come on Triumph, what's the real story?

**P Rick, Manchester, England.**

Triumph's Warranty Co-ordinator, Charles Smart, replies:

Triumph have operated a 'common sense' warranty policy from day one for two main reasons: One is to encourage riders to fit parts tested by Triumph. It ensures bikes run at their optimum efficiency and performance.

Secondly, Triumph have a responsibility to every owner to ensure the bike is safe to use. In standard production

trains, the testing is extensive and any Triumph approved accessory goes through the same rigorous programme. We look not only for how well the accessory performs, but also what consequences occur on the bike.

Triumph cannot encourage owners to use unapproved parts because of possible product liability implications. Like it or not, it is part of the modern world that we all live in. Companies like Triumph have to protect themselves from the allegation that they encouraged an owner to fit an unapproved part which may be dangerous.

We understand some readers may well have already decided that Triumph's 'approved parts' policy is little more than a way to force Triumph parts upon a captive audience. This is not the case, as we hope the above statements show. Triumph is continuing to invest heavily in the accessories area to widen

the range and choice of optional extras.

If, however, an owner wants to fit non-standard parts that have no bearing on the performance of the machine, then Triumph is not going to handicap that owner via warranty.

But there is a huge 'grey area' of parts from tyres (which most people nowadays acknowledge have a massive effect on bike stability) to parts that do not appear initially to have any real safety issues - say aftermarket coloured brake caliper mounting bolts (what torque can the bolt be safely taken to before it yields?).

Despite the variety of unapproved parts, Triumph will always try to operate a fair and reasonable warranty policy. However, we must make it plainly clear that under no circumstances can we ever encourage any owner to fit a part that may be unsafe - that is, unapproved.

## Letters from the Summer Festival

**Inspired visitors**

WE felt compelled to write and thank you for a wonderful RAT weekend at the Summer Festival, but particularly for the chance to visit the Triumph factory.

I bought my first motorcycle, a Bonneville, back in the early Seventies when the Meriden works was in difficulty. I am now the proud owner of a Sprint and my wife and I are pleased that

the Triumph company is doing so well.

During our tour of the factory we were inspired by the enthusiasm of the staff who answered all our questions and were very courteous to everyone. We would like to thank them for their time and effort.

We wish Triumph all the very best for the future and will maintain our continued support.

**R and C Silver, Penarth, Wales.**

**Lost and found**

JUST a quick letter to thank you and all those involved for a really great weekend at the Triumph Summer Festival. I had been looking forward to this rally for months and was not disappointed. I would like to thank all those who helped make it such a great weekend for me.

The only down side was that I

got totally lost on the tour that someone had taken the time to write out. Page one was OK, but I lost page two! I still managed to get back OK, so it wasn't really a problem.

I look forward to attending more Triumph rallies as and when I can. Thanks again to all involved.

**Gary Davis, Horley, England.**

**Coming Home**

Who cares about the British weather? All you need is decent leather. Now you're asking where and why? Our Summer Festival, July.

We soon encountered Neil, our host. Fixing RAT signs to a post. But by now the sky was blue. The clouds were clearing, right on cue. Live loud and dirty all on site. Party on a night through the night. Next day a chance for demo rides - Trophys, Legends, 595s.

Guided tour, seminar, Five-a-Side (Or windsurfing, if you've never tried). And at the party, great surprise. We won the Treasure Hunt first prize!

The final parade and factory tour - A fitting way to end, I'm sure. All those Triumphs going home, From Stockholm, Amsterdam and Rome.

So keep on biking, stay in gear. Let's meet again, same time next year. And finally, who needs a Coworth? We've all we need in Market Bosworth!

**Nancy Carrington, High Peak, England.**

## Show us yours

### Daily worker

MY Thunderbird was bought new from Ling's of Watton in May 1995. My previous bike was a 900 Sprint.

I use the bike from Monday to Friday to get to work and back - around 150 miles a week. I usually take it off the road between November and March, but this year it worked hard throughout. In addition it has taken us to Holland and France. We have also done several local RAT meets and were at the first two UK Spring Rallies at Stanford Hall.

Total mileage is now approaching 18,000 miles, with the rear tyre and chain replaced at 12,000 miles and the front tyre now looking decidedly slick. On the down side I have endured one set of duff plugs and a holed coolant reservoir.

For the record, changes and additions I have made include braided front brake cables; upgraded headlights;



Richard Bailey's Thunderbird works hard for its living.

handlebar screen; extended mirrors; King and Queen seat; centre stand; crash bars; grab rail; two-way intercom; rear rack; tank cover; top box; throwover panniers; enlarged inlet manifold rubber; stage one Dynojet including K&N filter.

I am very pleased with my Thunderbird and believe Triumph

made it with me in mind. However having got it just as I want it, do I want to keep it or start again with a Thunderbird Sport?

**Richard Bailey, Norfolk, England.**

*Thanks for the photo Richard, but readers should please note Charles Smart's comments elsewhere on these pages. NW*



Tom Rogers' 26-year love affair with Triumphs is reflected in his two favourite machines - his 1965 Trophy and 1991 Speed Triple.

### Long time love affair

EVER since joining RAT I have wanted to send in a photo of my two favourite motorcycles - so here they are!

The 1965 TR6SR Trophy was the bike I dreamed about owning after I graduated from High School that year. The cycle was completely restored by my friend Dale Matteson at Dale's Cycles. It looks like it just came off the assembly line at Meriden. It is also still a lot of fun to ride while reminiscing about the 'Good Old Days'.

Today's Triumphs are really exciting, both to look at

and ride. I bought the Speed Triple after a test ride in July 1995 - what a great motorcycle! The new Triumphs are so good - much better in fact than the bike publications tell you.

I have been riding for 36 years and the Speed Triple is bike number 41. I now plan to buy a 1998 Trophy 900 to enjoy more of the 'Triumph experience'.

Thank you all for a job well done. Long live Triumph!

**Tom Rogers, Jarrovetown,  
Ohio, USA.**

## Show vs yours



Spot the grin. Dennis van Leuven plays racers at Assen.

## Circuit capers

HOLLAND is one great orange country on April 30! On that day we celebrate the birthday of our Queen. I usually go to Amsterdam, because that's the place to be on that day, but not this year! This year I went to the Dutch TT circuit at Assen to celebrate my own party.

The Dutch magazine 'Motor' had organised a circuit training day and it

was a great experience for me and my T509.

The T509 is a serious asphalt crawler - very exciting and fascinating. All the time I had the feeling of being the boss.

It's my second Triumph. In 1996 I bought a first generation Speed Triple. One year later I bought a T509 after a test drive during an open day at Greenhills, the Dutch Triumph importer. I was lucky that my dealer, Joop Richer



## Touring Tiger

JUST a brief note accompanied this photo of David Hennick from Denver, Colorado. "Still riding the Tiger - 9000 miles a year," he writes. How about some location shots from your travels David?

of Amsterdam, could arrange to get one within a week!

I am still happy with the bike and that was confirmed during the day at Assen. Take a look at the picture. It was taken at the Stekkenwal corner and I'm smiling in my helmet.

My fastest lap time? 2:06.153, so I'll have to go back next year.

Dennis van Leuven, Haarlem, Holland.

## Fearless Bonnie

LAST year my husband and I dared to make a re-entry into the biker scene after a break of about 11 years. We bought an old but famous Munich motorcycle (I'm sure you know what I mean) and took some short but exciting tours. But every time we met a Triumph Trophy we said, "Wow, she's so beautiful!"

More than once we visited the Tyrolean Triumph dealer, Jürgen Schnaller in Wattens, then came the last push that we needed - the new Platinum colour.

We got the bike in February this year and called her Bonnie (Tyler) because of her earthy voice and fantastic figure. She's certainly lived up to our expectations.

Where we live is a land of small valleys, high mountains and roads with plenty of corners, but Bonnie has no fear! She grows and goes everywhere we want to. She is



Snow will pose no problems for Georg Häusler and 'Bonnie'.

reliable and we are more than pleased!

The photographs show Bonnie in Kühtai, Tyrol, where the highest point is 2000 metres above sea level. On Mother's Day there were man-made snow walls beside the road.

Lisa and Georg Häusler, Schwaz, Austria.



'Bonnie' takes a lakeside breather from another ride in the beautiful Austrian Alps



# project TRUMPETS

## The Wild One

**B**ELIEVE it or not, this creation started life as a Trophy 900. The bike was built by Larry Houghton of Planet Engineering in Salisbury, Wiltshire, England, around a custom built frame and features a host of special parts.

The bodywork was fashioned from cast aluminium which can be painted, chromed or polished as required.

Surprisingly, much of the standard Trophy still lurks beneath this exotic clothing. The bike retains the standard motor and cooling system, while the brakes, forks, wheels and swinging arm are also unmodified Trophy items, albeit with some custom style cosmetic embellishments.

The bike made a public appearance at the Beaulieu Motor Cycle World event in England in June where it attracted quite a few double-takes as visitors realised it was far from the normal run of the custom bikes.

*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.*



# Rocky *Mountain*



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*Riding a Triumph through the Canadian Rockies sounds like most people's idea of heaven.*

*Mike Ciebien heads for the hills.*

# High

Joining us on our 1998 pre-season ride were John, Ryan, Brett and Howard. John and Ryan originated from Ontario, Canada; Brett and Howard are mates from Australia, although Howard is currently based in Jakarta, Indonesia. As a group, everybody was a speed, road rider. Brett and Howard however proved to be exceptional riders with a taste for big speed.

We left Whistler on Monday morning in the sunshine and headed north through the Coast Mountains

towards Ashcroft. The weather was warm and the forecast promised a few days of sly riding. After a 35 kilometre ride to Pemberton at a mere 10kph over the speed limit to get warmed up and get used to the bikes, we pulled over beside Lillooet Lake to see if everyone was comfortable.

Stopping for a look at the bikes and to take a break from her bicycle was a lovely young lady named Marg who happens to be the manager of Black's English Pub in Whistler. We would be seeing Marg for a beer (or

Lakeside stop in the Rockies.

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Enjoying a view of the Tantalus range.

two) in eleven days, after our 3500 kilometre journey.

Once underway again, Brett and Howard pulled out in front to set the pace for the rest of the trip: FAST!!

The Duffy Lake Road north of Whistler is famous for its scenery and

tight curves. It has been named as one of Canada's most scenic routes.

But while John and I were trying to take in some of the countryside our new Australian friends concentrated on the twisties. It wasn't until the Seton Lake lookout that they stopped to enjoy the view. Luckily I had put a few kilometres on their brand new

Tigers before I handed them the keys, and by Seton the bikes were thoroughly broken in. By the end of the first day everybody had tried the various bikes, which included a T509 (high mounted carbon can), Tigers, a Troby and a Thunderbird.

The next morning we opted to leave the bikes parked for a couple of hours and give one horsepower a try.

A morning boeseback ride at the Sundance Ranch reminded everyone that trying to control a four legged animal at 30 kph can be just as thrilling (terrifying) as riding our bikes at many times that speed.

That afternoon we headed through British Columbia's cattle country to Kelowna for a relaxing drink lakeside on the dock.

The next two days provided some of the trip's twistiest roads and a couple of short ferry rides. What was wonderful about the ferry rides, besides the scenery, was that motorcycles are loaded and leave first.

As we travelled along the secondary roads that skirt the many lakes in the area, we had to keep our eyes peeled for wildlife crossing the road to take a drink. Again the Australians were out in front and riding hard. Howard, now enjoying our cruiser, was determined to prove that the Thunderbird is just a sports bike without the fairings.

Our stop at the Fairmont Hot Springs Resort gave everyone the chance to soak. Unlike a typical hot tub that needs quantities of chemicals to keep the water clean, these hot springs are constantly replacing their water from a fresh mountain source. You can sit in them for hours and not smell like a medical clinic.

By this time, Johnny had become the unofficial cardio trainer, taking

willing victims for a morning run. It was wonderful to soak outside in the hot pools after some morning exercise.

Our next stop provided a full rest day in Kananaskis. Ryan and I opted for a longer journey through the Crow's Nest Pass into the Alberta foothills before heading north into the Rockies. Brett, Howard and Johnny took a shorter route to do some people watching in Banff. That evening we all decided to shuttle into Banff for a little night life.

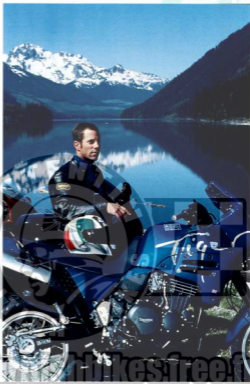
After a day to relax, bang some golf balls and hike around in Kananaskis, we headed north through the heart of the Canadian Rocky Mountains towards Jasper. This country is breathtaking. The mountains and glaciers rise over six thousand feet above the roadway and deer, elk and bighorn sheep sightings are all but guaranteed.

While capturing the view at the Columbia Icefields, a poor soul on a stately tourist rode by. Howard, a conservative looking gentleman in his mid forties, exclaimed: "Look, a victim!" We caught up within a few kilometres.

Realising what Brett and Howard were up to, the other rider picked up the pace. All the better, because our Australian guests (Doohan and Gobert) had no trouble proving that their Triumph Tigers could easily out handle their opponent's mount.

While not officially sanctioned by Rocky Mountain Motorcycle Holidays, it was good fun to compare brands in the twisties.

From Jasper we rode south west towards the Cariboo region of British Columbia. This ride provided the only real rain of the whole trip and luckily it was only for an hour or so. Our next two nights were spent at the



exceptional Echo Valley Ranch. Just outside Clinton and well hidden, it is one of Western Canada's best kept secrets.

Norm and Nan Dove, with the help of an outstanding staff, provide a ranch style retreat with all the amenities of a five star hotel. The cuisine was wonderful and the day's

Near the snowline in the Coast Mountains,

activities, which included horseback riding, mountain biking, swimming, hiking and some exhausting billiards, provided us all with healthy appetites.

John and Brett made a point of demonstrating how friendly motorcyclists are by offering rides to



Stretching the legs near Kelowna.

some of the female guests.

It was difficult to leave Echo Valley, but a sunny afternoon ride



Author Mike Ciebiem takes a break below Shuswap Falls.

south through Marble Canyon made it all worthwhile. We stopped for a quick photo shoot alongside the Fraser river before turning onto Highway 99 and the road home. This time we all took it easy and enjoyed the view on our way to Whistler.

That evening at Black's Pub, while enjoying a few pints and telling Missp a few excerpts from our trip we learned that Howard might not be going back to work in Jakarta right away.

Howard, a reluctant optimist, wasn't going to let a revolution ruin his holiday and had decided to stay in Whistler for a few extra days before an impromptu trip with Brett to Las Vegas.

All in all we had a wonderful trip together. We had returned to Whistler safe and sound, with great memories and some interesting tales to tell. We agreed that we would do our best to get together again soon, this time for a little skiing in the winter time. Ryan and I are hoping that we might finally overtake the Australians, even if it is on the snow.

Mike's Rocky Mountain Motorcycle Holidays company offers 6, 10, seven and 11 day trips around British Columbia and parts of Alberta using Triumph motorcycles. You can take your own bike, if you prefer. RAT members are entitled to a ten per cent discount.

Contact Mike on (604) 938-0126, live (604) 938-0125, email [mike@rockymtnmoto.com](mailto:mike@rockymtnmoto.com), or look at his website on [www.rockymtnmoto.com](http://www.rockymtnmoto.com).



Tiger, Trophy and unspoilt forest.

# TRIUMPH

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# Trophy.

## THE annual National Rally is the biggest road riding event in the UK, covering a day and a night's non-stop effort. Robert Hirst decided to use it to try out his new Platinum Trophy. His reward was entirely appropriate.

THE annual National Rally is the biggest road riding event in the UK, covering a day and

*winner*

a night's non-stop effort. Robert Hirst decided to use it to try out his new Platinum Trophy. His reward was entirely appropriate.

THE first weekend in July is 'National Rally' weekend and this year I had planned to do the rally on my brand new Trophy 900 on behalf of the charity MENCAP.

For those RAT members who haven't encountered the National Rally before, it is an annual event where you plan a route of up to 600 miles around something like 22 checkpoints in England and Wales, riding between Saturday afternoon and Sunday morning - that's to say, overnight.

There are various awards, but with the new top prize being the Platinum Trophy, I immediately decided that I had to go for it with my new bike. A Platinum Trophy for a Platinum Trophy - too good to miss.

And before you think that 600

miles doesn't sound too bad, I live in the far north of Scotland, so it would be a 2000 mile round trip for me!

Saturday July 3 dawned a bit dull and I arrived at the MIRA proving ground, just up the road from the Triumph factory, with nearly 600 miles already behind me following an overnight stop at my parents' home in Huddersfield. There were already a couple of dozen bikes at MIRA and we took on a number of special 'platinum trophy' tests of knowledge and riding skill. I did alright riding through the cones, bluffed the hill test slightly, but got through the rest OK.

After a bite to eat I continued down the A5 and on to Wolverhampton, my chosen starting point. The rally proper started at 7pm and the weather was

starting to brighten up a bit.

The first few hours were fantastic. The Trophy was running beautifully and the sun was beating down as I rode across stunning countryside to the Welsh border. Everywhere I went there were bikes and more bikes. The nice thing about the 'National' is that all the checkpoints are manned by enthusiasts and there is always time to stop for a coffee, a chat and a bite to eat.

Onwards through Welshpool and northwards, weaving in and out of Wales to Chester and Ellesmere Port, where I arrived at 6pm, and up the motorway to Bolton. That's where things started to go a bit wrong as I took the wrong turning and ended up in a less than picturesque part of Lancashire.

At the next checkpoint I asked for the best way to Ormskirk was told 'by helicopter'. Ho hum. I pointed the Trophy west and hoped for the best. The best came at Whalley, where the lady at the checkpoint made me eat some fantastic cakes on the basis that she was closing up soon and didn't want to take them home.

Darkness fell as I got back on the road. Over the misty moors to Oldham and into a small village called Southowram, near Halifax. Now my Dad has lived in this area all his life and even he'd never heard of Southowram. It took some finding and

Travelling South - Tay Bridge at Dundee.







at midnight after some 16 hours' riding, it was a bit frustrating to say the least.

After a stop in Skipton on the edge of the Yorkshire Dales I started to find my low point. This usually comes between 2am and 4pm - something to do with biorhythms, I'm told - but I had to press on, not seeing many other riders at all as I made my way through York to Market Weighton and the first signs of dawn.

It's funny how sunlight raises hope and the vestigial glow raised my spirits through the flat Lincolnshire

landscape, where a rosy sun crawled over the horizon at 04.50.

By now there were a lot more riders around, but they were all going in the opposite direction to me. Did they know something I didn't, or had I just messed up my planning? Panic set in, but it was too late to change now, so I pressed on.

Time soon started to run out. My final checkpoint in Barnsley closed at 9am and I made the mistake of going through the centre of the city of Sheffield. Big mistake. All the lights

**Surprise at 04.45 in Lincolnshire.**

were red and boy was I sweating. I was still wearing my night gear and the morning was getting hot, but I couldn't afford to lose time by stopping to change. I finally made Barnsley with 15 minutes to spare and from there it was an easy 30 minute hop - over the finish at Doncaster racecourse.

What a sight. There were literally hundreds of bikes and riders, many looking very tired indeed. When I checked in I was awarded a Platinum Trophy for my efforts. Fantastic! I'd achieved my objective. A Platinum Trophy on a Platinum Trophy.

If you haven't done a 'National' have a go. It's fun, challenging and well worthwhile. See you next year!



**Robert Hirst at the finish at Doncaster Racecourse.**

**The finish at Doncaster Racecourse**





# Tasty treats for new Triumphs

## Tiger

### Pannier system

A FULL colour co-ordinated luggage system offering excellent carrying capacity for longer trips. The panniers have been designed so that the right hand case fits neatly over the Tiger's exhaust with no need for modification, while the top box will take two full face helmets. No additional fittings are required to add the top box to the pannier set, ensuring a neat, slimline finish.



### Exhaust



THIS stylish stainless steel exhaust system carries its own specific tune condition which can be programmed by any Triumph dealer. For off-road use only.

### High screen

TALLER riders, or those planning long high speed runs, will welcome the option of fitting Triumph's higher screen. The polycarbonate screen provides additional wind protection and uses the same fittings as the standard screen.



### Centre stand

AN easy fitment provides the advantages of a secure centre stand. Carrying full European and American type approval, the stand is supplied with a full fitting kit and instructions.



### Heated grips

A REAL boon for all-weather riders, these heated grips also fit the Trophy range and are designed for use with the standard wiring system and handlebars. Even the switch position is provided as original equipment. There are two heat setting options to ensure a comfortable ride even in the worst weather.



### Tank bag

DESIGNED specifically for the Tiger, this adjustable tank bag offers a choice of carrying capacities and a removable map pocket. An integral rain cover keeps out the worst of the wet stuff and the dedicated tank harness guarantees a perfect fit.



### Optimate adaptor

BATTERY charging problems are radically simplified with the use of the new Optimate adaptor. The adaptor can be used with all Optimate chargers and allows easy remote battery charging.



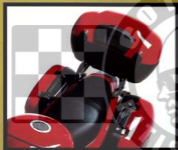
**T**RIUMPH have released a new range of quality accessories to complement the brand new Sprint ST and Tiger models. Manufactured to the highest quality and ensuring a perfect fit, they are only available from official Triumph dealers and carry full Triumph warranty cover.



## Sprint ST

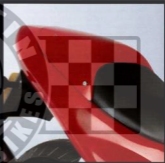
### Pannier system

A COLOUR co-ordinated luggage system offering excellent carrying capacity. The integral design allows for the fitment of panniers which will each accommodate a full face helmet and a 45 litre top box that will alone take two full face helmets.



### Seat cowl

OFFERING stylish streamlining for solo riding, this colour co-ordinated seat cowl uses the standard seat fixings.



### Tank bag

DEVELOPED for the Sprint ST, this tank bag has an adjustable carrying capacity and removable map pocket. Complete with an integral rain cover, it has a dedicated tank harness to ensure a snug fit.

### Exhaust system

MANUFACTURED from stainless steel with a choice of carbon fibre or aluminium finish, this performance exhaust system has a specific tune programme which can be downloaded onto your motorcycle by any Triumph dealer. For off-road use only.



### Heated grips

AS used on the Tiger and Trophy models, these heated grips offer a choice of two heat settings and fit directly onto the standard handlebars. A wiring loom access point and switch position are also pre-fitted to the standard machine for ease of fitment.

# Deals on wheels

## Deals on Wheels

GET the most from your club membership by taking advantage of the great deals we have negotiated on your behalf. As the club is getting bigger, we have more muscle to set up better discounts for members, but only if you use them. Most partner companies keep track of which clubs use their services, so support the companies listed below and help us make membership of RAT even more worthwhile.

## 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:** Variable based on state.

**Contact:** Fernet USA on 1-800-391-8114. Applies to US only.

### Company: RAC

**Product:** Breakdown assistance.

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

**Contact:** RAC on 01454 209006 for Triumphcare holders; 0800 716076, quoting ref. MCO012, for other members. Applies to UK only.

### Bike rental

**Company:** Powders of Bristol.

**Product:** Triumph hire in the UK.

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

**Contact:** +44 (0)1179 770966.

**Company:** Triumph Hellas.

**Product:** Triumph hire in Greece.

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

**Contact:** Triumph Hellas on +30 976 5917 (phone) or +301 976 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 771774.

**Company:** Cruise America/Cruise Canada.

**Product:** Motorcycle and motor home rentals in the USA and Canada.

**Offer:** Discounts up to 20%.

**Contact:** Cruise America +1-800-327-7797.

### Vehicle rental

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

**Product:** Car hire.

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

**Contact:** Avis Rent-A-Car on +1-800-331-1212. Quote AWD number TR0700.

**Company:** Cruise America/Cruise Canada.

**Product:** Motor home rentals in the USA and Canada.

**Offer:** Discounts up to 20%.

**Contact:** Cruise America +1-800-327-7797.

### Sea crossings

**Company:** Easystena Line.

**Product:** Ferry crossings, Dover-Calis, Newhaven-Dieppe and Portsmouth to Le Havre or Cherbourg.

**Offer:** 10% discount.

**Contact:** 0990 980980 from UK, +44 1304 863000 from elsewhere, quoting ref. TMS 50531 Retail Promotions.

**Company:** P&O North Sea Ferries.

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

**Offer:** 10% discount.

**Contact:** 01482 877 177 in the UK, 0181 295 555 in Holland, 050 543 430 in Belgium, quoting the 'Riders 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:** 30% discount on Continental routes, 10% on Irish routes.

**Contact:** +44 (0)990 204402 quoting reference LSW/GC98/087.

**Company:** Hoverspeed.

**Product:** Hovercraft crossings, Dover-

Calais or Folkestone-Boulogne.

**Offer:** 15% discount on standard motorcycle fares.

**Contact:** 0990 240241 (UK); 00 44 990 240241 (other countries). 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)1799 373000. Fax +44 (0)1799 373111.

### Hotel accommodation

**Company:** Campanile/Clarine/Blue Marine.

**Product:** Hotel accommodation.

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

**Contact:** +33 (0)1 64 62 46 36 quoting the reference TRIUMPH1.

**Company:** Skalis Hotel, Leicester, England.

**Product:** Hotel accommodation. Ideal for factory visits.

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

**Contact:** 0116 263 0066.

**Company:** Hotel Regina, Seefeld, Austria.

**Product:** Hotel accommodation.

**Offer:** 10% discount, free swimming and parking.

**Contact:** Bookings and information on +43 (0)5476 6253, fax +43 (0)5476 6739.

**Company:** Vista Palace Hotel, Monte Carlo.

**Product:** Hotel accommodation.

**Offer:** A nice sea room for the price of a standard room, equal to 15% discount.

**Contact:** Vista Palace Hotel on +377 92 10 40 00, fax +377 95 35 18 94.

**Company:** Errotaldeko Borda, Chambers d'Haute.

**Product:** Farmhouse accommodation in Pays Basque, France.

**Offer:** 10% discount.

**Contact:** Philippe and Muriel Daux, +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 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 (0)4 90 54 32 58, 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:** Rocky Mountain Motorcycle Holidays.

**Product:** Tours of the Canadian Rockies using Triumph motorcycles.

Offer: 10% discount.

Contact: +01 604 958 0126, +001 604 938 0125 (fax).

**Company:** Biketours Thailand.

**Product:** Tours of Thailand using Triumph motorcycles.

Offer: 15% discount.

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

**Company:** Adventure New Zealand Ltd.

**Product:** Tours of New Zealand using Triumph motorcycles.

Offer: 10% discount.

Contact: +64 25 969071 (phone), +64 3 548 0195 (fax).

**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 1 976 5917 (phone) or +30 1 976 5918 (fax).

**Company:** Big Rock Ltd.

**Product:** Guided sports bike tours to the Spanish Pyrenees.

Offer: 10% discount.

Contact: +44 (0)1285 656588

**Company:** Vrij Uite Motorvakanties.

**Product:** Motorcycle tours in Europe.

Offer: 5-10% discount.

Contact: +31 (0)23 5696 630 or fax +31 (0)1236 77173.

**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:** Guided tours of Provence, Corsica, Bali and Poland.

Offer: Discounts between 5-15%.

Contact: +49 (0)55 25 1095, 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 - (0)171 627 2030.

### Literature and video -

**Company:** RAC Publishing.

**Product:** Maps, atlases and guides.

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

Contact: 0800 550055.

**Company:** Project Moto Ltd.

**Product:** Motorcycling videos.

Offer: 10% discount.

Contact: Project Moto Ltd, 5 Kirburn 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', NO36/01L for 'RiDE' or NH26/426 for 'Performance Bikes'.

**Company:** Motorrad Reisen und Sport.

**Product:** Subscriptions.

Offer: 10% discount on free Zippo lighter.

Contact: Heinrich Bauer, LAPIS KG, Industriest. 15, 30735 Kolln, Germany, reference RAT-Club.

INSURANCE

# FERNET

## Insurance Brokers



- Discount for RAT membership
- Security discounts
- No claims discounts
- FREE accessory cover
- Optional low mileage discount
- FREE European cover
- FREE legal protection
- FREE uninsured loss recovery
- Age of bike discounts



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# INSURANCE

## USA




Fernet insurance Programs offer the following benefits:

- RAT Membership Discount
- Motorcycle Safety Foundation Course Discount
- Home Owners Discounts
- Breakdown Coverage
- Trip Interruption costs
- Safety Apparel
- Motorcycle Ratings for Triumphs
- Auto Insurance at very competitive rates and Multiple Vehicle Discounts may apply.

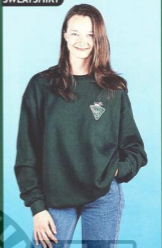
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or 1 800 743 3874

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 Postpacking  
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 Zone 1 £1.28 Zone 2 £2.56

**SWEATSHIRT**

Price £15.00 (Green/L, XXL)  
 Postpacking  
 UK £1.29 Europe £3.78  
 Zone 1 £6.31 Zone 2 £7.31

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 Zone 1 £13.95 Zone 2 £16.54

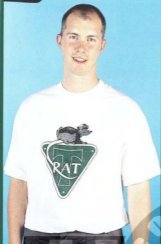
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Price £7.45 (Green)  
 Postpacking  
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 Zone 1 £3.41 Zone 2 £4.01

Price £3.00  
 Postpacking  
 UK £0.43 Europe £1.02  
 Zone 1 £1.42 Zone 2 £1.80

# RAT REGALIA ORDER FORM

## T-SHIRT



Price £10.00 (White/XL)  
 Post/packing  
 UK £1.17 Europe £2.07  
 Zone 1 £3.38 Zone 2 £3.88

Please send me the following items

	Price	Post/packing	Size	Colour	Quantity	Total price
Cap	£.....	£.....	.....	.....	.....	£.....
Two tone cap	£.....	£.....	.....	.....	.....	£.....
Sweatshirt	£.....	£.....	.....	.....	.....	£.....
Polo shirt	£.....	£.....	.....	.....	.....	£.....
Jacket	£.....	£.....	.....	.....	.....	£.....
T-shirt	£.....	£.....	.....	.....	.....	£.....
Wallet	£.....	£.....	.....	.....	.....	£.....
Belt buckle	£.....	£.....	.....	.....	.....	£.....
Pin Badge	£.....	£.....	.....	.....	.....	£.....
Binder	£.....	£.....	.....	.....	.....	£.....
Back issues	£.....	£.....	Issues req.	.....	.....	£.....
					Total amount	£.....

### How to pay

• By credit card Visa  Mastercard  Access  Delta  Eurocard

Number..... Expiry date.....

Signature.....

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

### Make your order

- By phone to Triumph Bikes on +44 (0)1536 507402
- By fax on +44 (0)1536 507401
- By email to [triumphbikes@btinternet.com](mailto:triumphbikes@btinternet.com)
- Or post to RAT Regalia, The Old Bakery, 19 Market Hill, Rickwell, Northants, UK, NN14 1JW

### My details

Name..... Address.....

Daytime telephone/fax/e-mail..... Post code..... Country.....

Model of Triumph owned.....

## POLO SHIRT



Price £30.00 (White, green/L, XL)  
 Post/packing  
 UK £3.09 Europe £3.14  
 Zone 1 £5.19 Zone 2 £5.98

## BELT BUCKLE



## PIN BADGE



Price £15.00 (Green) Price £5.00 (Green)  
 Post/packing Post/packing  
 UK £0.49 Europe £0.83 UK £0.20 Europe £0.75  
 Zone 1 £1.21 Zone 2 £1.37 Zone 1 £1.06 Zone 2 £1.18

## WALLET



Price £6.00 (Green)  
 Post/packing  
 UK £0.89 Europe £1.56  
 Zone 1 £2.28 Zone 2 £2.56

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