

TORQUE

THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH



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Thunderbirds are go!

PUBLIC demand has prompted Triumph to announce the relaunch of the popular Thunderbird model for 1999.

The classically styled cruiser will be available from February and will feature a number of modifications over the original Thunderbird, including a six speed gearbox, lower seat

height, new seat and the choice of two new colour schemes.

"Due to continued worldwide demand for the Thunderbird, we decided there was a real need for the bike in our range," said Triumph's Ross Clifford.

"We have also been able to improve the bike's specification for its

reintroduction and to add some exciting new colours that we feel sure will prove popular with both existing and new Thunderbird owners."

The Thunderbird will line-up alongside the Thunderbird Sport, Adventurer and Legend models in Triumph's classically styled range.



Join Triumph adventurer Nick Sanders on an epic Trans-American Journey.

Join Nick's great adventure

ADVENTURER Nick Sanders plans to take a group of Triumph riders across North America from New York to Alaska and back as part of his latest venture.

The record holder for circumnavigating the world on a motorcycle will lead the way over a gruelling 10,000 mile route crossing

the continent via Monument Valley in Utah, the Canadian Rockies, British Columbia and the Yukon.

He will then head up the Alaskan Highway all the way to Prudhoe Bay, the most northern point of the Americas.

The return journey climbs to the Top of the World Highway before

crossing the whole of Canada on the way back to New York.

Two, three and five week options are available, with prices starting at £2995 and a daily riding target of 384 miles.

A Triumph technician will be on hand throughout the expedition, and service facilities will be provided.

More information from Nick on-

<http://www.ndm-wcc.com/nick> or write to him at: Nick Sanders Motorcycle Tours, The Old Dairy, Prescote Manor, Cropredy, Oxon, OX17 1PF, England.

Please enclose a cheque for £15 to cover administration costs.

On top of the world

Francis Williamson took World Championship level honours aboard the Jack Lilley Racing T595.

TRUMPH races have been making their mark around the world this season, with major successes in both the USA and Europe.

Bristol Francis Williamson

scooped the first ever World Championship level race win on a Hinckley built Triumph when he took the Jack Lilley Racing T595 to victory in the UK round of the World Sound of Thunder

Championship in October.

In a varied field of European and Japanese machinery, the Hampshire based across-pace engineer came home 42 seconds ahead of the second placed finisher.

US title for Triumph

IN the States, Triumph mounted Paul Harrell's has won the prestigious 1998 AMA Pro Thunder title.

Despite riding with a wrist injury, the Californian took his Orange County Triumph T595 to second place in the final round of the series at Las Vegas to tie up the championship.

Daytona winner Curtis Adams took third place in the series after winning six rounds but missing the last race after sustaining a hand injury in practice. Third Triumph man Michael Gage took fourth overall.

Guest success for GP star

FORMER 125cc grand prix rider Peter Oettl also hit the heights with a T595 when he appeared as a guest rider in the German T500 Challenge round at Hockenheim.

Oettl took second place in the first race and was leading race two until the final lap when he slowed to let the

regular championship contenders fight it out for the points.

Encouraged by his experience, the German rode a T595 again in a 24 Hours race at the Oschersleben circuit, proving himself the fastest man on the track during the night session before retiring after 12 hours while in eighth place.



Former grand prix rider Peter Oettl hit the headlines as a guest rider in the German T500 Challenge.

Fast attack

TRUMPH teams have also found record breaking success in the States, with Matt Capri's Californian South Bay Triumph team taking the Stock Production and Modified Production world records on the dirt at El Mirage aboard a T595, with speeds of 164.89 and 172.8mph.

Matt's squad went on to take the Modified Production record at the Bonneville Salt Flats at 173.735mph.

The independent Triumph Team Texas also went out at Bonneville to fight for the 1000cc record.

Their story appears on pages 28 to 30.

Dateline Triumph

KEEP a date with this new German company Art Motor in association with Triumph. The full colour calendar features a minimum of text and an excellent selection of photographs, making it ideal for any country. Contact Art Motoe on 00 49 2205 9271 for more details. The price is 39.80 DM (approx £14.90).



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RAT WORLD

Swedish stunner

THE amazing sight of 10,000 motorcycles gathered for the same run greeted members who took part in the annual Mälaren Run in Sweden.

Runt run in Sweden.

Triumph Sweden set up a special gathering area for RAT members at the start of the run around

Lake Mälaren, west of Stockholm, and around 40 Triumphs set off together and met up again at the halfway point lunch stop.

It is now planned to make the Mälaren Run an annual feature of the club's Scandinavian calendar.



Seaside special



GREECE'S second annual International Triumph Rally took place at the beachside resort of Koropi in September, attracting almost 200 Triumph enthusiasts.

Saturday saw the rallyists take part in beach games and water sports,

with a late night candlelit dinner, disco and fireworks display ending the day.

Sunday's programme included a run over the beautiful Pillion Mountain, with an alfresco lunch to round things off.





MEMBERSHIP: £100 PER YEAR

Transvaal trek

MEMBERS in South Africa enjoyed a weekend trip to the Eastern Transvaal in August, with over 50 people taking part in the 1000 kilometres run.

"The club is going from strength to strength here in South Africa and the Transvaal trip was a great success," reports organiser Mike Davidson.



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Ardennes action

BELGIAN and Dutch members came together for the club's first Ardennes Rally in September, and enjoyed a weekend of excellent riding and gourmet food.

Fifty-eight RAT members took part in the rally, which covered much of the beautiful Ardennes forest region and included stops in a ham museum, pottery and superb

giverside restaurant.

Benelux Triumph importers Greenb also took the chance to give members a sneak preview of the new Tiger and Spirit models.



Big Rock break

NINE riders took part in the Pyrenees holiday organised for the club by tour operators Big Rock in September.

The route took the group down through France into the mountains for a week of superb riding, including a visit to the Catalunya GP at Barcelona.

"The roads in the area are fantastic," reported organiser

Tim Orr. "We had a series of runs over increasingly more beautiful and demanding roads, with lunch taken on mountain passes, on a lake's edge or in a hilltop village.

"The weather stayed fine and the roads were free of traffic. We had a great time."

Isle of Wight member Joe 'Squire' Robinson gets to grips with the Pyrenees passes.



Riding high in Steamboat

COLORADO'S Rocky Mountains hosted the second Triumph US National Rally in September, with over 100 members making the long trip into the interior.

The five day bash ran alongside the final running of the Steamboat Springs Motorcycle Week and gave members the chance to witness modern and classic racing as well as to explore the spectacular surroundings.

The programme included a wide choice of runs with such evocative titles as

20 Mile Loop, Hahn's Peak, Gore Pass Loop, Strawberry Park Hot Springs and Buffalo Pass.

Members were also provided with special race track paddock passes and took part in exclusive Triumph only parade laps of the circuit, led by a Union Jack waving Tiger rider.

The rally culminated in a Saturday night pasta party, dance and prizegiving evening with live music before final goodbyes were said at a farewell breakfast Sunday morning.



Kiwis launch

THE club is continuing its steady spread worldwide with a recent launch in New Zealand.

Kiwi members will be immediately able to benefit from

exclusive special insurance rates with Protecta Insurance and from a ten per cent discount at the Best Western chain of hotels.

National manager Raewynne Gardiner is currently planning a series of runs for members. Full details next time.

WHAT'S HAPPENING?

French fun

TAKE a Spring break at a chateau in France by joining us on the club's French Weekend on April 9-11.

We have set up a full package including a fast 35

minute hovercraft Channel crossing with Hoverspeed plus two nights' accommodation in the beautiful Chateau des Tourelles hotel for just £113 per person.

As well as bed and breakfast, the package includes dinner on both Friday and Saturday nights and the option of joining the group for guided runs on both Saturday and Sunday.



The hotel is just 30 minutes from Calais and is conveniently located for visits to Boulogne, the fashionable resort of Le Touquet and the wide open spaces of northern France.

We will be leaving Dover at 5pm on Friday April 9 and returning on the 4.5 hour hovercraft on Sunday afternoon.

There are only a limited number of places available in the hotel, so please call agents Altek France on 01903

748100, quoting reference GT02891, as soon as possible if you want to book a spot.

If you are already based on the Continent, or wish to make your own travel arrangements, please ask for details of accommodation only prices.

Of course, if you only want to join us for the rides on Saturday and/or Sunday, you would still be very welcome. Contact Club HQ on 01455 891515 for more details.



Factory date for 99

MAKE a date now for the highlight of the club's 1999 calendar - the Triumph Factory Weekend scheduled for July 17 and 18.

The biggest event in the club's international calendar, the weekend will include a

Saturday programme of runs and activities to cater for all tastes, followed by an evening of spectacular food and entertainment at a prestigious historic location.

Sunday will see the second Triumph Factory Open Day, with the chance to look

around the Triumph factory and enjoy a full schedule of outdoor entertainment.

Last year's first Open Day attracted 750 visitors. This year's will be even bigger and better. See the Spring edition of Torque for full details.



Breakfast in Daytona

If you're visiting the annual Daytona Speed Week in Florida next March, don't forget to join us on our Breakfast Run on Saturday March 6.

We will be meeting in the

car park of the Volusia Shopping Mall, opposite the Daytona International Speedway, at 9am, before leaving for a run into the interior of the Florida peninsula.

The run will include a

breakfast stop before returning to Daytona by the early afternoon.

For final instructions, visit the Triumph area in the Daytona Speedway exhibition area throughout Speed Week.

Everyone is welcome, but RAT members will get entry into an exclusive prize draw to be held during the breakfast stop and vouchers for complimentary refreshments.

RAT Runs are go!

THE next stage of the club's development programme takes off next season with a comprehensive schedule of regional RAT Runs designed to make the club more accessible to more owners.

The plan will see the club host runs throughout the world, with each country split into regions and each region hosting at least one event per year, often more.

The early season programme for Britain is already taking shape with six runs scheduled between February and June, while the full international 1999 programme will be announced in the Spring

edition of *Torque*, published on March 1.

Some runs will be single day events, others will run over a weekend, with the option of taking part in both or just one day, and all will have a specific attraction - perhaps the chance to take part in an exciting event, visit an interesting location or ride a spectacular pair.

The runs themselves will be selected to cater for a spread of spurs, touring and leisure riding tastes and geographical areas.

There will be no need to pre-book or pay any entrance fee, unless stated in the

event details, simply turn up and enjoy yourself!

The RAT Run schedule will supplement the activities of individual dealer RAT Packs to offer members a wider choice of riding activities.

Members and non-members will be free to attend all runs, but there will always be special incentives and services for members.

Plans are already in hand for full programmes for the USA, Germany and other active RAT areas, so watch this space for more details!

Diary dates

To make the dates calendar easier to use, we have divided the season's activities into international and national sections, but all are open to all members. Any event in any country. If you need further information on any event, please contact your national manager or club HQ on +44 (0)1455 891515.

UK -

- February 21** **Gaydon Run.** Stratford-upon-Avon to British Motor Heritage Museum, Gaydon. Meet at the Moat House Hotel, Stratford Ham.
- March 21** **Pioneer Run.** Epsom to Brighton. Meet at The Heathside, Tadworth 9.30am.
- April 9-11** **French Weekend.** Club weekend to northern France. See above for details.
- April 18** **East of England Run.** Meet at Ye Olde Flying Horse, Kegworth Ham.
- April 25** **Heritage Run.** Hampshire to Brooklands. Meet at Sammy Miller's Motorcycle Museum Ham.
- May 8-10** **Isle of Man Weekend.** Call +44 (0)1455 891515 for details.
- June 6** **Isle of Man Mad Sunday Run.** See next edition of *Torque* for details.

July 12-18 **Triumph Factory Weekend.** The big one! Full details in the next edition.

France -

April 9-11 **French Weekend.** See above for details.

Germany/Austria -

April 18 **RAT Pirm. Montad.** Contact +49 (0)94 25 9336 for details.

June 5-6 **Salzkammergut Weekend.** Austria. Contact +49 (0)61 75 93360 for details.

USA -

March 6 **Daytona Breakfast Run.** Florida. Meet Volusia Shopping Mall 9am.

April 17 **Sonoma Valley Run.** Vintage Days West, Sonoma, California. See next edition of *Torque* for details.

Spain -

January 8-10 **Pinguinos Run.**

March 21 **Sigenza Run.**

See the Spring edition of *Torque* for full details of the above events, plus the full 1999 RAT events calendar. Out March 1999.

Success by design

TRIUMPH's new Sprint ST sports a tourer follows in the footsteps of one of the most popular motorcycles ever produced by the Hinckley factory, but its design involves some major developments from the original machine.

The design team responsible for the Sprint ST was given a demanding brief: produce the most sophisticated Triumph to date in terms of driveability and ease of use, but exceed the sport touring sector's benchmark standards for power, performance, handling,

braking, comfort, fuel economy and weather protection; introduce an element of engine 'character' into a sector where the machines were seen by some as being too bland; achieve all this at a price within a few per cent of the market-leading machines.

Simple!

The engine

It was soon decided to base the powerplant for the new Sprint on the 955cc engine from the Daytona 955i. Retuning would allow crucial extra torque to be achieved at low to medium revs, while retaining a market leading maximum power output of 112PS.

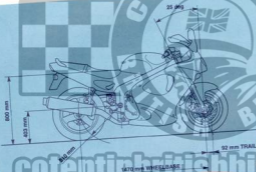
That sort of performance from an engine with 130PS potential ensures a relaxed, highly efficient unit with the inherent character of a triple and a huge spread of torque.

The ST's engine produces more than 80 Nm (60 lb.ft) of torque from just over 3500 rpm right up to 9500 rpm, with a peak of 95Nm (70 lb.ft) at just 6000 rpm. This is achieved with a

smooth power delivery devoid of flat spots throughout the rev range thanks to the work put into setting up

the engine management system to

ensure exceptionally good transfer between the points on the



Success by design



A completely new frame reduces weight and retains a low centre of gravity

fuel injection mapping.

The resulting highly efficient engine not only produced the required character, it returned amazing fuel consumption figures. For example, at a steady 120kph (75mph), the Sprint ST will return over 50mpg (around 5.2 litres per 100km), and on one route used by Triumph's testers it returned 56mpg (4.9 litres per 100km) where a

leading competitor could only manage 38mpg (7.5 litres per 100km). One result is a towing capacity of 250 miles plus between refills.

But the work went beyond achieving just power and efficiency. Much attention was paid to the amount and type of noise the machine produced. The new twin spar frame provides natural sound insulation

around the airbox, while new curved air intakes reduce noise levels and a noise suppression block at the back of the crankcase deadens gear and sprag drive noise.

The result is a superbly 'rider-friendly' engine which nevertheless retains excellent all-round performance.

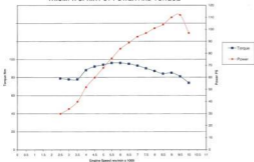
The chassis

The demands made by a sport tourer, such as additional luggage carrying capacity, meant that Triumph opted for a completely new twin spar aluminium perimeter design for the Sprint ST's frame, rather than simply adapting the Daytona 955i unit.

This gives various advantages. It allows enough space above the engine for the fuel injection system; it is extremely stiff and enables a reduction in the number of engine mounting points from eight to six; it reduces weight and the amount of heat transmitted to the frame from the engine.

It also allows the retention of the Daytona's low centre of gravity, despite the lifting of the Sprint's engine to allow the

TRIUMPH SPRINT ST POWER AND TORQUE



exhaust to be packaged inside the bodywork, and gives the machine class-leading ground clearance.

Chassis geometry is designed to optimise stability, especially when carrying luggage, while an increased wheelbase over the Daytona specification offers not only enhanced stability, but impressively light steering that exceeds original expectations.

The Daytona's single sided swinging arm proved ideal for the Sprint and to add versatility with regards to pannier carrying capacity, the design includes a moveable exhaust that can be raised with the panniers removed to allow increased ground clearance for sports riding.

Aerodynamically, the Sprint received more attention than any previous Triumph. Air flow to the radiator and engine benefits from this work, but so does the rider, with reduced wind

noise and a smoothed out slipstream and impressive weather protection.

Testing

Work began on the Sprint ST in April 1996, with initial concept and feasibility studies being carried out during the Summer. With that stage completed by November 1996, a design team of eight was assigned to work exclusively on the Sprint ST project and it was 'all systems go'.

The engine was based on the well understood 955i unit, so development centred on refining the fuel injection system through a combination of bench testing and feedback from Triumph's development riders.

Frame development followed two paths. The new twin spar frame was originally constructed as a model to check its style, then its dimensions were digitised on a computer using a touch probe which can record the position of its tip

in three dimensions at the touch of a button.

An engineering Computer Assisted Design (CAD) model was then generated to assess the strength and stiffness of the digital frame using Finite Element Analysis, a computer method which treats the frame as if it were a collection of tiny individual pieces connected together. All this information allowed Triumph's engineers to optimise the strength of various areas of the frame while keeping weight to a minimum.

Meanwhile, the geometry of the frame was road tested by altering a 955i frame to the Sprint's wheelbase, rake and trail figures and riding it on test tracks and set test routes on public roads. Race track testing was carried out later in the programme to ensure that the limits of possible use were considered.

The result is a machine that Triumph are confident will meet the needs of even the most demanding riders.



Canadian Ian Kennedy returned to the land of his birth for an unforgettable trip that revealed the soft heart of this troubled land.

I LIKE to plan a motor tour every two years. Alaska and the Yukon one year, across Canada and back another. But last year my biking partner Judith and I spent the winter making plans for an overseas tour to Europe, and in particular Northern Ireland.

Ulster, the ancient Irish province which comprises the six counties of Northern Ireland as well as Cavan, Monaghan, and Donegal, is not only an exciting destination, it is my homeland. I was born in County Donegal. We emigrated to Canada in 1954 but in the 1960s I returned to attend Queens

University, Belfast, to study and to play some rugby.

Judith had never been to Europe, and so a quick train tour of the continent and then a motorcycle tour to visit friends and see Northern Ireland seemed a very worthwhile and logical summer adventure.

I considered shipping my own bike to Europe for the trip, but the cost was prohibitive, then I hit on Market Motorcycles in Tring, just 25 minutes north of London by train. They could rent me a fully insured 1996 Triumph Sprint 900 with full touring gear. Tremendous. I finalized arrangements

and promised to pick up the bike after we had completed a quick two-week railway jaunt around the capitals of Europe.

With the continent behind us, we picked up the Triumph Sprint and set off on the M40 Motorway towards the Lake District, just shy of the Scottish border. English motorways are certainly more uncomfortable and harder to ride than those in North America. A single lane's inside for lorries, next for lorries passing, slow cars and light vans, outside for speeders going anywhere from 70 to 100 mph. Constant lane changing, always on the



'50s watching Geoff Duke and his contemporaries roar round that circuit.

The North West 200 race (it used to be a 200 mile event) is held in May around a closed roads circuit bounded by Coleraine, Portrush and Portstewart. Top racer Joey Dunlop is a national hero.

Once settled at a friend's home in Belfast, we took a tour of the city. The recently sandblasted City Hall looking better than ever, Queens University as regal as when I studied there in the late '60s, with its cenotaph bearing my Uncle Ian's name, and finally and possibly most important of all, the glorious Crown Liquor Saloon on Great Victoria Street.

Lunchtime pints of Guinness and a bite of Irish stew and champ (mashed potatoes and green onions) somehow tastes even better in this, the only National Trust pub in Britain.

Handcrafted tiles and stained glass, brass fittings, real operating gas lamps, hand-carved woodwork - a gem. We sat in a snug - an enclosed seating area - perhaps the same one James Mason sat in when playing IRA fugitive Johnny in "Odd Man Out" set in Belfast in the 1950s.

Next day we took an outing in the footsteps of Van Morrison, Belfast's most famous singing export, with 'Coney Island' ringing in our ears. He sings of Downpatrick, St. John's Point, Killybegs and finally Coney Island, so small it doesn't even appear on most maps.

Like Van we chose to travel via Comber and Downpatrick to visit the grave of St. Patrick who established his first church in Ireland at Saul in 432 AD. He lies under a huge piece of Mourne granite atop the hill beside Downpatrick Cathedral.

On to the seaside town of Newcastle where "the Mountains of Mourne sweep down to the sea". On the seaside below the Mourne, Northern Ireland was at summer play.

All the amusements - dodgems, arcades, rental rowboats, deckchairs, fish and chip stands, Macdonalds, KFC. And golf. Beside the imposing



red brick Sleive Donard hotel, is the world famous Royal County Down seaside links course, one of hundreds in Ireland, where golf is almost a national sport. Cost of a round? Surprisingly low. For a game, ask at any clubhouse.

We headed north along the narrow coast road to encounter history in profusion: Celtic monoliths, ruined monasteries, abbeys, castles, old churches. Through Coney Island - don't blink or you'll miss it - to Strangford and lunch at the Otter pub before taking the ten minute ferry linking the mouth of Strangford Lough with the other side at Portaferry.

In N.I. the friendly folk give credit to visitors for the good weather: "You've brought the sunshine with you."

Up Strangford Peninsula, through bucolic rolling hills - remnants of the last ice age - along roadways sided by red fuchsias, purple fireweed, and white daisies backdropped by a quilt-work of ripening wheat, yellow barley, and those incredibly green fields. No doubt about it, there are definitely 'forty shades of green' in Ireland.

Eventually we arrive at Mount Stewart, now a National Trust property but once the home of Lady Londonderry who entertained house guests such as Field Marshal Rippentrop, Hitler's Foreign Minister.

The house boasts probably the finest garden in Ireland. An Irish harp in topiary, a Spanish garden, Italian



garden, a sunken garden joins a sham-rock garden surrounding a huge 'Red Hand', Ulster's symbol, made of red-leaved plants. Incredible dodo and dinosaur statues. Magnificent.

Above nearby Newtownards sits Scrabo Tower, within sight of the estate built by grateful tenants to the benevolent Londonderry family for its kindness during the 1840s potato famine when two million Irish left for America, many to New York and the many more to famous Coney Island. For more on these connections visit the Ulster-American Folk Park in Omagh. A dozen American Presidents had roots in Ulster.

A visitor should never leave Northern Ireland without a tour of the 176-acre Ulster Folk Museum at Cultra, just six miles outside Belfast. Stroll round a re-created Northern

Ireland town with rowhouses, a bank, school, shops and police station.

They move along country roads and drop into a plethora of reassembled Ulster farmhouses. See thatchers, blacksmiths, breadmakers, artists, printers and farmers performing traditional crafts. The 'historians' seated by the turf fires of these reassembled farmhouses spin delightful yarns about bygone Ulster farm life.

More interesting to me though was the nearby Ulster Transport Museum. The successful Ferguson tractor, the defunct De Lorean sports car, a McCandless 'Featherbed' motorcycle frame which revolutionized the motorcycle industry. And among the Nortons, Ariels, Velocettes, Triumphs and yes, a BSA Bantam, was a 1912 Douglas just like the one my ministerial grandfather rode around



Quiet roads make meeting a fellow motorcyclist an event to remember.

Ballylinny in the years before World War One.

Be awed by the pictures of the clothing, the helmets, the spectacle, of early races, of off-road scrambles.

After a few nights on the Guinness reconnecting with old rugby and university cronies, we set off again on the Sprint, north into County Antrim. Here we began searching for my forefathers' home in the town of Clement's Hill near Ballyclare.

I'd been to the house in the '60s but couldn't remember its exact location. Asking around however, we were soon able to locate it. Until 1980, when my father's bachelor cousin died, it had been in the Kennedy family since 1640 when my predecessors came from Scotland as part of the Protestant plantation. The date 1640 appears on the

hearthstone. Protestant plantation farms, like the one at Clement's Hill, are easily recognizable - look for round gateposts with conical tops.

After mandatory photos it was on to Carrickfergus, its 1180 Norman Castle and the start of the 60-mile Antrim Coast Road - worth coming half way round the world to ride.

The route runs right along the seashore, through tunnels, over headlands, past castles, beside sandy beaches, and through scenic villages that would knock your eye out. You can see Scotland's Mull of Kintyre 14 miles away as you sidetrip up one of the nine Glens of Antrim.

After Cushendun, gear down for the climb up the heights of Toer and Fair Heads with a view of nearby Rathlin Island where Robert the Bruce

hid in 1306 and where the spider inspired him to go back to Scotland to win the Battle of Bannockburn and the Scottish crown in 1314.

Dismount, and then hang on as you cross the 60 foot Carrick-a-rede (rock in the road) rope bridge suspended 90 feet over the raging sea - scary indeed. We took a rest at the wee cafe at Ballintoy harbour, before dropping down into cosy little Portbraddan to snap pictures of White Park Bay.

All this before arriving at a World Heritage site, the bizarre Giant's Causeway. Legend says that Finn McCool built these stepping stones to reach his lady, Staffa, in the Hebrides. In reality they are the world's best example of hexagonal and octagonal columnar basalt.

Then we mount up again to visit the world's oldest licensed distillery, which has been making Irish whiskey (yes, Irish whiskey with an 'e') at Bushmills since 1608. After that comes Dufflure Castle just round a bend past Portlinterac. Here the English Earl of Ulster, Richard de Brugh, built this imposing structure in 1588 but lost it in battle to Ulsterman Sorley Boy MacDonnell soon after.

Some of the guns on the walls came from the Spanish ship 'Gerona' which foundered near the castle after Drake routed the Spanish Armada in the English Channel in 1588. The castle is built so precariously on the cliff edge that in 1649 the kitchen fell into the



Fresh air, open spaces and a warm welcome awaits tourists.

sea, taking the cooks with it.

Portrush, Portstewart, Limavady fall away as we reach Londonderry - 'Derry' as the locals call it - in the west of Northern Ireland near the Donegal border.

This medieval walled city, with its wealth of history and memories of so much sectarian strife, has many connections with North America because US and Canadian escort vessels docked

Note: Market Motorcycles no longer hire out machines, but Triumph hire in the UK is available from Fowlers of Bristol (01179 770466), Ideal Motorcycles of Birmingham (0121 327 4559), Len Manchester Motorcycles, Leicestershire (01664 62303) and Woods Motorcycles in Wales (01745 822922).

here after surviving the convoy runs of World War Two. After the war my dad took me through one of the forty or fifty surrendered German U-boats tied up in Lough Foyle. In many of

Derry's pubs, pictures recall those grim times.

Despite the increase in visitors these last few years, Northern Ireland remains relatively tourist free. No queues, no shortage of hotel or bed and breakfast accommodation and people excited to see visitors 'from across the water'. And so few fellow motorcycle tourers that we could count them on fingers of our hands.

As they say in Ulster - Absolutely Brilliant!



cotentinbritishbikes.free.fr

Letters

Belgian blast

IN May this year my friends and I attended the club's Tulip Rally in Holland. Because it was so perfectly set up my friends and I decided to participate in the 'Ardeennes Rally' in La Roche, Belgium in September.

The weather forecast was for a 70 per cent chance of rain, but what's that when you're a biker? We set off from Amsterdam at dawn and after a coffee break near the border arrived in La Roche at about 9am to be welcomed by René van Tienhoven from Greenb, the Triumph importer for the Benelux.

My friend Len's Sport wasn't running, right above 5000rpm, but Greenb soon traced the fault and fixed it. Great service!

We were given a road book and vouchers for dinner, a museum visit and coffee at the start on the Quai de l'Ourthe, where I saw a tank of the same type I used to drive 40 years ago.

La Roche is situated in beautiful countryside where riding was a real pleasure. At the half-way point we arrived in Durbuy where there was a square surrounded by restaurants for a lunch stop.

Finally back in La Roche, we went looking for a Belgian pint, which of course wasn't difficult to find, and there was a nice surprise waiting for us at dinner. When we covered the tray and the tap were placed over Sports Special Tiger models shilling away, I liked the new Sport and the Tiger was a beauty. If only I could win the lottery so they could give me T595 in the garage.

The evening was a great success and

the dinner was perfect, with a piece of ham so big that I could only eat half of it. The company was pleasant (Hello to Patrick from Turnhout) and I had a lovely time dancing, drinking and enjoying the enthusiasm of the Greenb people.

At 1.30am and stuffed with the meal we went back to the hotel with our RAT souvenir.

After breakfast we packed up and headed home - and we hadn't had a drop of rain the whole weekend.

To Greenb people René, Desire, Hans, Jürgen and whoever I may have forgotten - thanks for a lovely weekend and we look forward to your next event. Those who did not come missed a lot.

Jan Beaufort, Amsterdam, Holland.



Greenb's Hans van Rijn demonstrates his considerable strength to an appreciative audience during the Ardeennes rally.

CRIME CORNER

Had your bike stolen? Let us know and we'll get RAT members on the lookout.

Daytons 1266, German registration
VIE-UL 3, VIN number 45045.

Black leather Bagacer accessories.

Contact Klaus Jürgen Lang

(Willich, Germany) on +49 2154 910083.

Instant bliss

STUCK in a motorway traffic jam I started thinking about the T140E Triumph in my garage - fun but hard work at times. Then I realised I was a mone's throw from Triumph dealer Hughenden M40 and decided to see what these new fangled Triumphs were like, just to break up the journey.

I walked in the door and a bright red Thunderbird Sport just popped out and said "Hello." Then, horse or horses, they even had a bike to test ride.

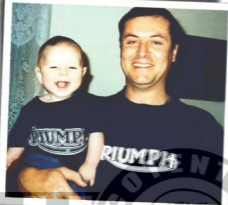
My first impressions were the three H's - High, Heavy and Hey! No vibration. My five

minute test ride soon turned into 50 minutes of bliss. I couldn't believe that such a grin could be had from something with two wheels.

The next 30 minutes were pure hell however as I phoned home to explain that I was going to be a bit late and the fragile ice slowly broke as the truth dawned that I had bought the bike.

We've recovered now and a pillion ride has even been managed. The funny thing is that I have covered more miles on my T140E Sport in six weeks than I had on my T140E in the year so far. Please promise me you won't make any more bikes like this!

R Stilwell, Bridgnorth, England.



Thunderbird owner Phil Magro thought we might like this snap of himself and son Aidan, Triumph fans to the core!

Jupiter's jewel

IN the UK section of the *Aurora* Trips you can't stay alone author Ted Soren's recent journey aboard a Triumph Adventure. It was great to see that he is still going strong.

To this day his book *Jupiter's Travels* is the most compelling book I have ever read. The fact that the 1976 Triumph he used on his original trip does not relate to today's Triumphs makes his journey even more remarkable. If the book is still available, get it and have the read of your life.

John Jones, Huddersfield, England



If you missed the story, Ted recently completed a marathon ride across western and eastern Europe to mark the 25th anniversary of his original round the world ride and to help launch his new book, *The Gypsy in Me*. See Deals on Wheels for a special book offer for RAT members.

Novel nuptials

WHEN my wife and I were married earlier in the year we wanted our Thunderbird to play a part in the proceedings.

Not only the invitations, but the place settings and thank you cards featured the bike and even the cake had its image in picked out in icing. One of our favourite wedding presents was a painting of the bike commissioned by a relative.

As for the honeymoon, I wanted to take the bike to the French Riviera to fulfil a long held dream, but Anniese, my wife, preferred the comfort of the car for the long drive south.

Compromise is the name of the game however, so we acquired a trailer and decided to tow the bike so we could have the best of both worlds.

As we were leaving for the honeymoon (and from the wedding reception) the bike obviously had to come to the wedding as well, which was clearly a talking point.

Reg Bek, Colchester, England



Reg and Anniese Bek's Thunderbird played a central role in their wedding celebrations, even going on honeymoon with them!

Show us yours

Colour match

MY husband and I are happy owners of two new Triumphs. We have been riding British bikes for 35 years and it all began when my husband had decided it was time for a change.

He wanted something new and modern, but as a Japanese bike was out of the question for us, that left only Italian. Until a friend called in to show us his new Triumph Sprint.

My husband was immediately excited. This was something special and a visit to a dealer soon located the perfect choice - a 1993 Triumph Trident, slightly used, in British Racing Green and Cream. He tested it and found it irresistible. Two days later and the bike was his.

Then he began to look at my old Norton Atlas and decided that it also ought to have a new bike. We looked at the Triumph Thunderbird and decided that a Thunderbird would be the perfect model for us.

The next time we visited the Triumph dealer I was able to try a Thunderbird for size and look a test ride. The bike itself did not have the tank fitted when we called in, but as I was leaving the dealer pointed to a dirt cover and



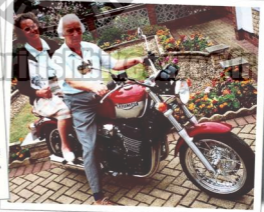
British Racing Green and Cream colour schemes like Britt-Louise Hesselbäck's Thunderbird and her husband's Trident.

said that the tank was underneath. I pulled it off and there was the tank in British Racing Green and Cream!

I don't have to tell you that I love the bike was mine the second I saw that tank. I tested it a couple of days later and today it sits in our garage alongside the Trident.

It's something really special to have two Triumphs that are different models, but the same colour and we really enjoy our bikes. I have had mine since July 1997 and have covered 10,000 miles since, while my husband has covered 11,000 miles on his.

Britt-Louise Hesselbäck, Skjabo, Sweden.



Reg and Mary Howard celebrate half a century of Triumph enthusiasm with their new Legend.

Fan for life

FIFTY years separate these two photos of Reg Howard. The first was taken in 1948 when Leicestershire based Reg was the proud owner of a new Triumph Speed Twin. Half a century later, and with wife Mary sharing his enthusiasms, he's still a Triumph fan, his latest mount being a new Legend.

Show us yours

**Just cruisin'**

I HAVE enjoyed the magazine over this last year, especially the 'Show us Yours' section, so I thought I would send you two pictures of my 1990 Adventure.

This summer I went on a 271 mile day trip



Summer cruising took David Baxter's Adventure around the eastern States, including a call at the Wright Brothers Memorial and Cape Hatteras.

down to North Carolina to the Wright Brothers Memorial marking the first airplane flight and then on to the 'Graveyard of the Mid Atlantic' at Cape Hatteras. The bike returned Sturgis at a steady 60-65 mph.

I also took part in the Triumph Case Home Rally in Spring Grove, PA, in June. I had a blast! 561 miles - 52.6 mpg at 65-70 mph.

David W Baxter, Norfolk, VA, USA.

**Fast action**

HERE is a picture of one of the snazzy, twisty, curvy and beautiful roads here in Norway, plus me taking the T509 out there just for the thrill of it! See you all on the road!

Kurt Brevik, Veblungnes, Norway.



Ol Maguin and Speed Triple in glorious Swiss scenery.

Swiss invitation

I'm the proud owner of two Triumphs. Their torque is fantastic. In the picture you see me by Lake Baldeg near Luzern. I hope we can have a Triumph meeting in Switzerland next year.

Ol Maguin, Zurich, Switzerland.

Racing with Sam

Success in the Isle of Man TT turned a Triumph production racer into a racing legend in the Seventies. 'Slippery Sam' was ridden by a string of star names.

John Brown caught up with one of them to hear his side of the story.

'SLIPPERY Sam' is a legend among racing motorcycles. The 748cc Triumph Triple that was prepared to perfection by Les Williams ruled supreme in production racing in the Isle of Man for five amazing years, during which time it helped the same number of riders to take centre stage on the winner's rostrum.

It whisked Yorkshireman Tony Jefferies round the 37.75 mile Mountain Course to victories in the 750cc Proddie races of 1971 and 1973, gave Londoner Ray Pickrell his only taste of TT glory in 1972 and ended its reign in the Island on an historic note in 1975.

With Cockney Dave Crossford and Scot Alex

George at the controls, 'Sam' was first over the line at the end of the then longest ever race on the Isle of Man, a ten lap 337.37 miles Production TT that was completed in 3 hours 47 minutes 17.2 seconds and average of 99.66mph.

The fifth rider 'Sam' powered to victory was Mick Grant in 1974 when the upper capacity limit for the Production race was raised to 1000cc.

It was the first of eight TT wins for the popular Yorkshireman whose 19 year racing career started in 1966 and included an Island debut in 1969 aboard a Veloce in the Manx GP.

"A first TT win is always regarded as being the hardest, but that was not the case as far as I was concerned," recalls Mick. "I had the easiest of passages with the tackle I had. To be honest they didn't come any easier than that one over the years that followed."

The odds against Grant even getting on the rostrum let alone winning the race, were stacked high that year because he was riding with a broken right wrist.

"I managed to break it when I crashed during the Transatlantic at Brands earlier in the year," explained

Mick. "Fortunately I had done the deal to race 'Sam' at the TT before it happened, otherwise I am sure I wouldn't have got the ride. In fact these days I doubt whether I would have been passed fit enough to race anyway."

The 'deal' involved not only bike owner Williams, but Arthur Bennett who had a motorcycle dealership in the Midlands and part sponsored the TT outings.

"I remember him quite well because he took some of my prize money off me!" said Mick who was never too happy about being parted from his cash.

Grant's arm was still in plaster when 4TT time came round and the biggest problem he faced was being unable to bend his right wrist. "As I couldn't grip the throttle, Les and I spent practice day devising the best way to overcome this," said Mick. "In the end I simply put my hand flat across the grip and knocked the power on and off in a rolling fashion. It was rather like I remember using a rolling pin on pastry when I was a kid."

"We didn't bother about anything else with the bike. We had road tyres and the handling remained the same

John Wilcox Competition Engines

Race Engine
Preparation & Development



Race winning engines for 20 years, our facilities and expertise are used by the Triumph factory to develop their engines.

Extensive facilities include:
Dedicated motorcycle engine build workshop
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TRIUMPH PERFORMANCE KITS!

All 98 bhp models, Speed Triple, Sprint, Trophy, Trident, Daytona
Stage1 - 110bhp, Stage2 - 120 bhp

T-bird, T-bird Sport, Legend, Adventurer
Stage1 - 84 bhp, Stage2 - 90 bhp, Stage3 - 104 bhp

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T509 & 595 kits available soon...

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Email: mj@wilcoxengines.demon.co.uk



Dave Croxford on the legendary TT winning Triumph triple. Photograph courtesy of *Classic Bike* magazine.

as it was when it came off the ferry. Technically it was far away from a production bike and was much lighter than a standard triple, like so many other proddie race bikes in those days!"

Peter Williams and the Gus Kuhn Norton seemed to pose the biggest threat as far as Grant and Williams were concerned, so the aim was to get away as cleanly as possible from the Le Mans start in front of the Grandstand and set about keeping on terms with him as far as Ramsey on the first lap.

"This was crucial for a good result as far as I was

concerned, because I knew that the three-cylinder Triumph had got just a lot more HP than the Norton and this would give me the advantage going over the Mountain," explained Mick.

The plan worked and then the Norton threat ended anyway when Williams went out at the Highlander on lap two.

Nearly all the riders opted to make a re-fuelling stop midway through the four-lap race. Grant however decided to pull into the pits at the end of the first lap.

"I thought this was the best way of ensuring I got a

good result," he said. "I could weigh up the situation and if things were going the wrong way there would be time to try and put them right."

As it transpired, there was no need for this course of action and Grant went on to lead the race to the end and head the BMWs of Hans-Otto Butenuth and Helmut Dahne over the line.

"The arm was a handicap, not a problem - which is something that could not be said about the flies that never stopped splattering on my visor and reducing visibility to dodgy

levels," he said. "The bike was impeccable, it was hats off to Les Williams."

The famous Triumph Trident was named "Slippery Sam" by Percy Tait after a "fair amount of oil found its way onto parts it wasn't supposed to be lubricating" during a 500 Mile race at Thruxton.

"Fortunately there was no recurrence of this during my TT ride," said Mick. "In fact the only thing I remember about oil that day was seeing Shell's Keith Collow jumping up and down in the road as I crossed the line, just as he promised he would do if I won the race."



Jon Mimonco and the record-breaking Triumph at Bonneville.

Bonneville blaster

Below: The Texas Triumph team - holders of the 1000cc world speed record.



August 17, 1998. It's 9am, overcast and fairly cool. In the distance I can hear the faint music of a Triumph engine playing a 9000 rpm symphony. As the long red bike roars into sight the butterflies in my stomach take flight. Just as quickly as it appears, it disappears into a fading silence. Jon Mimonco has just made a 209.130 mph pass on the five mile course at the Bonneville Salt Flats.

Let's go back about two years to the day I received a call from Dave Rash of D&D exhaust pipes in Fort Worth, Texas.

Utah's Bonneville Salt Flats are the spiritual home of Triumph-mounted speed record attempts. When the private Team Triumph Texas decided to attack a current record with a Hinckley engined machine, Triumph America's Clay Carson was there to share the tension.

Dave explained that there was a team of individuals in Fort Worth that were interested in building a Bonneville bike powered by a 'new' Triumph motor for the purpose of attacking the 1000cc record which stood at 198.793. The bike would have a purpose-built frame and a full fairing. The motor would get Carrillo rods, a big bore kit and a turbo, but everything else would remain stock.

As an Area Manager for Triumph Motorcycles (America) Limited I do get a few requests like this from time to time and usually pass on getting involved for the simple reason that I have enough work as it is without adding more projects to my workload. That's when Dave mentioned the fact that Ed Mabry was to build this bike and Jon Minonno was to ride it.

That changed everything. I had road raced against Jon back in the late 70's and early 80's and respected few riders as highly as I did Jon. His talent spans many aspects of motorcycle racing including drags, road racing and land speed records. I knew of Ed Mabry's skills as a builder and fabricator from the twin engined 'old' Trident Bonneville bike that Jon set a record of 256.264 mph back in 1992.

With these kinds of people behind this effort, I felt that whatever record they wanted, they would get. My response to Dave was 'I'll do whatever I can to help', although I had no idea what help I could come up with. I pitched this idea of a Bonneville bike to Ross Clifford, the then acting CEO of Triumph Motorcycles (America) Limited. He seemed interested and within a few weeks came up with an engine that the team could use. It just so happened that it was a 1996 Tiger motor which, in stock form, cranks out 84 horsepower.

I made a trip to Fort Worth to meet



Dyno tests showed the engine was producing 288bhp!

with Ed and Jon and was impressed by how well thought-out their plans were. Within weeks of receiving the motor, Ed had made a great deal of progress on the chassis. I made follow up visits over the next year and was more and more impressed by the way the bike was turning out. As Jon made progress with the motor, Ed was putting the final touches on the fairing which he made by hand, mating aluminum and fiberglass into a real work of art.

After the bike was completed, the team took it to Dyno and put it on Dave's dyno to see what kind of horsepower it would make. They were hoping for somewhere in the 230 HP range, but ended up getting closer to 280! With this they felt confident that they could capture the record with no problem.

Heavy emphasis on 'no problem'. As Jon always says, "There are a million ways to lose a race and I'm finding new ones all the time." From the stories Ed and Jon have told me about Bonneville, I understood it to be a very unpredictable place.

True to form, the salt flats did turn out to be unpredictable. The first run on the bike took place on the short

three mile course. You have to run at least 175 mph on the short course before you can run on the long five mile course.

On the first run the turbo never came up on boost and the bike only ran 173 mph. After this run Jon said the bike handled beautifully, much to Ed's relief. The team took the bike back to the pits to pull out the onboard computer and see what actually happened on the run.

Anita, Jon's wife, downloads the information onto a laptop computer and can tell the team exactly what took place during any segment of the run. She does this same thing for Jon when he runs his dragbike and has become very good at reading the data and at problem solving in general. The data shows the boost problem and the team sets about fixing it.

This might be a good time to introduce the rest of the Team Triumph Texas crew: David Wade - Crew Chief, Bill Oxley - Mechanic, Dave Howe - Coordinator, and a host of other friends and family that perform any number of tasks that need to be done.

The team made some adjustments and prepared the bike for the next run.

The second run was slightly better than the first in that it did go fast enough to move over to the long course, but there was still a glitch somewhere in the turbo. The team ran out of daylight and had to quit for the night.

When I arrived at the Team Triumph Texas pit area the next morning I was informed that Jon was sick and was still in Windover resting in his motorhome. It seems the day before he had become dehydrated from lack of drinking enough fluids. This gave the team some more time to look the bike over in detail and make additional adjustments.

I went back to Windover to see how Jon was feeling. He was starting to move around more and beginning to get his appetite back and the team had already made plans to get fluids to him as soon as the bike stopped after each run. Jon felt he would be ready to take another crack at the record the next morning.

When morning came he was feeling much better and cranked off a 209.130 mph run that qualified the bike for a record attempt. After qualifying for a record attempt, the bike must go into a fenced area called the impound and stay there till the next morning.

That next morning the vehicles in impound get to make their runs first. When the run, called the backup run, is made, it must be faster than the exist-

ing record to establish a new record. If it is not faster than the existing record, the bike must re-qualify all over again. That is what happened to Team Triumph Texas.

On the backup run the next morning the bike had more problems with the turbo and only ran in the 180s. It was back to the pits for more inspections and computer interpretations.

On August 20 at 9:51am Jon set out to re-qualify the bike for the record and did it with a speed of 200.345 mph. The bike was again impounded and prepped for the record attempt the next morning.

That night the salt flats had some light rain that damaged the course enough for the officials to close the short course and run everyone on the long course. Because of this the long course conditions were less than perfect.

The team was still determined to come away from this event with a record and the fact that the course was in bad shape did not enter into their equation. Jon checked the course conditions and concluded that there was a lane about five feet wide that ran down the far left side of the course within



Ed Mabry built the Triumph chassis.

about ten feet of the mile markers. It was a gamble that paid off.

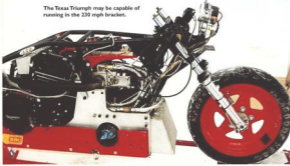
On Friday August 21 at 7:43am Jon realized the two year goal of Team Triumph Texas by streaking down the course at a speed of 200.053 mph. The two way average set a new record at 200.180 mph.

The team was elated to have captured this record on the first outing but feel the bike is capable of much more. It never made a pass at or near full boost and when the boost did come up it hit so hard the back tire would spin. When Jon made the 209 mph pass he spun for the last mile and half he was just trying to keep the bike on the course because of the tire spin!

The team has taken a lot of data back to Fort Worth to digest. They feel by fixing the turbo to come up to boost more gradually, making the bike easier to ride, Jon can go after their next record goal. They would like to put the bike into the 230 mph range. If I was a betting man I would put my money on this team topping that record within the next year.

As a representative for Triumph Motorcycles (America) Limited I would like to thank Team Triumph Texas for this fine effort and wish them all the luck in their future record attempts.

The Texas Triumph may be capable of running in the 230 mph bracket.



GENUINE BRAKING SYSTEMS

The handling is deemed excellent and the brakes "wonderful" by the vast majority of owners.

(Ride Magazine - September 1998)

This set-up is one of the best in the business and does a superb job of bringing the 955i down from high speeds.

(Motor Cycle News - September 1998)

By chance or design?

At Triumph Motorcycles we place total product development focus on ensuring operating union between systems.

DESIGN

A hydraulic braking system relies on the flow of fluid to transmit and magnify the force applied by the rider.

By altering the specifications of each component within the Triumph system we can achieve the perfect balance.

Stability is maintained by identifying the correct bore diameter and stroke length of the actuator, ensuring controlled expansion through the braided steel hoses until the force is finally applied through the brake pads to the disc.

TESTING

At Triumph, testing is compiled using both data logging and subjective techniques.

Great effort is placed to ensure the feel of the lever is positive and accurate, yet sensitive, providing an effective ratio between brake lever movement and deceleration achieved.

The pad and disc material are specifically selected and developed to maintain an optimum operating temperature, eliminating fade and maximising stopping power throughout your journey.

SERVICE

To maintain the durability and integrity of your braking system ensure the fitment of Triumph genuine parts, and with continuous effort to monitor prices, you can always be assured of value for money.



*Triumph Genuine Parts
Available through your authorised Triumph dealer*

End of the



EVERY new Triumph begins a rigorous testing programme even before it's completed the journey down the Hinckley production line. As soon as the final parts are fitted, every machine comes under the eagle-eyed scrutiny of Karl Orton's eight-man testing and rectification squad.

In the time between leaving the last assembly line fitter and reaching the packing and despatch line a new Triumph will be run through the gears up to 90mph, braked to a standstill, have an oil change and be subjected to intimate visual scrutiny. Only then will it be released as suitable for shipment out of the factory gates.

The process starts when Mark Rudge, one of the longest serving members of Triumph's Hinckley staff, gets his hands on the bike while it is still on the slow moving production conveyor.

Mark gives each bike a thorough visual check to ensure that it is cosmetically acceptable and verifies that it has been built to the correct specification for the country it is

destined to be sent to.

If the machine is a Daytona, Speed Triple, Sprint ST or Tiger he will also download the correct tune programme from an ACTIA computer into the Electronic Control Unit.

Any comments or potential problems are then noted on the build card record that accompanies each machine and is passed on with the bike to be rectified by other members of the team.

The next stage regularly impresses visitors to the factory. The freshly built machine is taken direct from the production line, filled with oil and fuel and started up. As the bike warms up until the radiator fan automatically cuts in, all the other electrics are checked, the correct tune is verified and, if applicable, the exhaust carbon dioxide reading is individually set for each bike.

Rob Cole then takes the bike into the rolling road booth for its most demanding tests. The machine's build card is first scanned by a hand held barcode reader. That informs the rolling



line

road computer which bike it is going to test and it automatically sets the correct wheelbase for the rollers and sets up the correct test parameters for that specific machine.

Rob then tests the front and back brakes and accelerates the bike up through the gears to a running speed of 90mph (70mph for 'classic' style machines) and holds it for a set duration while the computer registers the performance. To pass the test each bike must perform within set limits and not exhibit any excessive noise or vibrations. Only then will a 'Pass' sticker be fixed to the machine's head card and the machine passed on to the next stage of the process.

Should a problem be identified it will stay with the rectification team until it is put right and the bike will then be passed through the whole testing process once again.

When it emerges from the rolling road the bike is parked over a drain hole and the hot oil drained out, taking with it any debris retarding from the initial bedding in of the engine. The oil

is then passed through a centrifugal filter and can be re-used in further test bikes.

While the oil is draining, the machine will be given another thorough all-over visual check for any leaks and the engine cover fasteners will be checked for the correct torque setting.

The final stage of the process comes when Sean Birch subjects the machine to a final end of line inspection. Sean gives each machine a thorough all over check and once again verifies the specification and completes a final check list before signing the bike off. Only then will it be handed over to the despatch department for crating up and shipping.

As an extra check that the system is working, the factory's quality control team will select one machine at random each day and subject it to a comprehensive quality audit.

It's an exhaustive programme, but it plays a vital role in Triumph's determination to ensure that every bike that leaves the factory starts its life in perfect condition.



Deals on wheels

WITH this season drawing to a close we are already discussing next year's deals with a number of major companies and can announce a range of new and improved services.

HOVER SPEED

FAST FERRY CROSSINGS

CROSS channel hovercraft and ferry operator Hoverspeed have come up with a terrific new package for RAT members in 1997, including an increased discount of 30 per cent off brochure fares for motorcycles on all their crossings to France until March 31.

They will also offer 15 per cent off the brochure price for routes between Dover and Ostend and off fares for all car bookings. The 15 per cent discount will apply to all motorcycle fares after March 31.

Hoverspeed operate up to 12 daily 35 minute hovercraft crossings between Dover and Calais as well as Seacat routes between Dover-Calais, Folkestone-Boulogne and Dover-Ostend.

There are five daily crossings on the 50 minute Dover-Calais route, four on the 55 minute Folkestone-Boulogne run and seven trips on the 125 minute Dover-Ostend crossing.

To book, contact Hoverspeed direct on 0990 240241 (UK); +33 (0)800 191 777 for crossings starting from France; +32 (0)59 559955 for crossings starting from Ostend. Quote code ST/TRM for standard return fares and EX/TRM for 5-Day returns.

Stena Line

STENA Line have also overhauled their discount programme for RAT members in 1997, including a wider range of routes across the North and Irish seas and in Scandinavia.

Special rates on the Harwich to Hook of Holland route aboard Stena's impressive HSS fast ferry mean a five day return fare of between £50 and £70, depending on season, for a motorcycle and up to three people (some of you may have a sidecar!). Quote code BC047 when booking to get this special rate.

RAT members travelling over from Ireland can get a 20 per cent reduction on the published Stena fares by quoting account number BC047 and 'Reduction Code RAT'.

Routes available are between Holyhead and Dun Laoghaire, Fishguard-Rosslare and Stranraer-Belfast.

Members travelling in Scandinavia can also now take advantage of special RAT fares with Stena under a brand new agreement offering a ten per cent reduction over brochure prices.

Routes include Fredrikshaven to Gothenburg and Oslo, Kiel to Gothenburg and Grena (Denmark) to Varberg and Halmstad in Sweden. Quote reference RST when booking.

'Jupiter' book offer



FOR four years in the 1970s, Ted Simon travelled the world by Triumph. His story, recorded in the book 'Jupiter's Travels', has become a virtual legend in the motorcycling world.

Together Simon and the Triumph Tiger survived war, imprisonment, revolutions and accidents to complete more than 60,000 miles.

It was an incredible journey by physical standard alone, but 'Jupiter's Travels' depicts more than a straightforward ride in the wild. The pages are packed with people and anecdotes. The reader is drawn along as Simon crosses the world's frontiers - political, emotional and spiritual.

Ted Simon's story doesn't end with 'Jupiter' however. A companion title is now available, entitled 'Riding High'.

It includes untold tales from the original journey - like Simons' arrest in India and confrontations with the military in Chile - and contrasts them with the return home and the author's struggle to conform once more with a 'normal' domestic life.

'Riding High' can be hard to find at non-specialist booksellers, so the Border Book Company is offering RAT members the chance to buy both books at a special discount price of under £20 for the pair.

'Riding High' carries a list price of £15.95, the special price for RAT members is £13.95 plus shipping. 'Jupiter's Travels' carries a list price of £6.99 and is being offered to RAT members at £5.99 plus shipping.

Shipping rates (surface) are: UK £2.95; Europe £5; USA £7.50; Rest of the World £10.

To order, call or fax +44 (0)1588 630193 or email

BorderBkCo@aol.com with your Visa or Mastercard details, or send a Sterling cheque including the relevant shipping rate to PO Box 101, Craven Arms, SY9 5WA, England.

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 1-800-691-8144.
Applies to USA 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 01544 200006 for TriumphCare holders; 0900 716976, quoting ref. MC0012, for other members.
Applies to UK only.

Sea crossings -

Company: HoverSpeed.

Product: Hovercraft and SeaCat crossings, Dover-Calais, St. Malo crossings.

Offer: Folkestone-Boulogne and Dover-Ostend. 30% discount on motorcycle fares on Dover-Calais and Folkestone-Boulogne routes to £13.99. 15% discount on motorcycle fares on Dover-Ostend route. 15% discount on fares for a car and up to five persons on all routes. 15% discount on all motorcycle fares from 1.4.99.
Contact: 0990 240241 (UK); +33 (0)800 191 777 for crossings starting from France; +32 (0)59 559955 for crossings starting from Ostend. Quote code ST/TRM for standard return fares and EX/TRM for 5-Day returns.

Company: P&O Stena Line.

Product: Ferry crossings, Dover-Calais, Newhaven-Dieppe and Poertsmouth to Le Havre or Cherbourg.
Offer: 30% discount.

Contact: 0990 980980 from UK, +44 1304 863600 from elsewhere, quoting ref: TMS

50551 Retail Promotions.

Company: Stena Line.

Product: Ferry crossings between Harwich-Hook of Holland, Holyhead-Dun Laoghaire, Fishguard-Rosslare, Stranraer-Belfast and various Scandinavian routes (information on request).

Offer: Special fares on Harwich-Hook routes depending on date and time of travel (call for details), 20% off published brochure fares on Irish routes and 10% off published prices on Scandinavian routes.

Contact: +44 (0)990 204402 stating account number BC047.

For Irish Sea reservations also quote Reduction Code RAT.
For Scandinavian reservations also quote Reduction Code RST.

Company: P&O North Sea Ferries.

Product: Ferry crossings between the Hull and Rotterdam or Zeebrugge.
Offer: 10% discount.
Contact: 01482 827 177 in the UK, 0181 295 595 in the EU, 090 543 430 in Belgium, quoting the 'Riders Association of Triumph' and your membership number.

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.

Hotel accommodation -

Company: Campanile/Clarino/Leu Marine Group.

Product: Hotel accommodation in over 400 hotels throughout Europe.

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

Contact: +33 (0)1 61 62 46 36 quoting the reference TRIUMPH.

Company: Stakis 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 health 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 de luxe room for the price of a standard room, equal to 15.5% discount.

Contact: Vista Palace Hotel on +377 92 10 40 00, fax +377 93 35 18 94.

Company: Errotaldekokoborda, Chambres d'Hôte.

Product: Farmhouse accommodation in Pays Basque, France.

Offer: 10% discount.
Contact: Philippe and Murielle Daux, +33 095 59 54 29 77 or +33 (0)6 11 50 03 65, or write to Errotaldekokoborda, route des Ventas, 64310 Sare, France.

Company: Auberge de la Benvençudo.

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

Company: Hotel Palmspring, Bad

Neuwalde, Black Forest, Germany.
Product: Hotel accommodation.
Offer: 10% discount.
Contact: Mr and Mrs Endrich, +49 (0)7806 301. Fax +49 (0)7806 1282.

Triumph 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 1076 5917 (phone) or +30 1076 5918 (fax).

Vehicle rental -

Company: Avis Rent-A-Car.

Product: Car hire worldwide.
Offer: Discounts up to 10% plus special offers.
Contact: Avis Rent-A-Car on +1-800-331-1212. Quote AWD number T307700.

Company: Cruise America-Cruise Canada.

Product: Motor home rentals in the USA and Canada.
Offer: Discounts up to 20%.
Contact: Cruise America on +1-800-327-7799.

Organised tours -

Company: Rocky Mountain Motorcycle Holidays.

Product: Tours of the Canadian Rockies.
Offer: 10% discount.
Contact: +01 604 938 0126, +001 604 938 0125 (fax).

Deals on wheels

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.
Offer: 10% discount.
Contact: +64 25 969071 (phone), +64 3 548 0395 (fax).

Company: Triumph Hellas.
Product: Guided touring holidays in Greece and Turkey.
Offer: 5% reduction on published rates.
Contact: Triumph Hellas on +301 971 5917 (phone) or +301 926 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 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: 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.
Contact: USA - Toll free 1-888-RideHigh; UK - 04781 627 2033.

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, Kinsburn Street, London SE16 1DN, England.
Telephone +44 (0)171 231 6333 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', NC36/01L for 'RiDE' or NH24/H26 for 'Performance Bikes'.

Company: Motorrad Reisen und Sport.
Product: Subscriptions.
Offer: 10% discount or free Zippo lighter.
Contact: Heinrich Bauer, LAPIS KG, Industriest. 16, 50735 Köln, Germany, reference 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.

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FERNET

Insurance Brokers



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INSURANCE

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THE REGINA CONCEPT

It is now some nine years since the beginning of the relationship between Triumph Motorcycles and Regina. During 1989 Regina were given specifications of the first of the new era Triumph machines. In 1991 samples and quotations were discussed at great length and product tested extensively.

The first fitment of a Regina chain as standard on a Triumph was in 1993 when the 136ORT/ORO chain was used on the Daytona 900 and 1200cc models on which it had to cope with the then highest powered production bike at 147bhp.



Regina chain has since been fine tuned to serve all models across the Triumph range with an extra high capacity "O" ring chain manufactured from the highest grades of carbon and alloy steels. This chain - 136ORP - is now fitted to all current production Triumphs and is capable of an average breaking load of 41,500 Newtons.

Regina also supplies all

Triumph's gearbox sprockets, samples of which were tested extensively prior to them being accepted as original equipment. This naturally necessitated the finest of alloy steels to comply with Triumph's specifications.

Triumph genuine chain and sprocket kits are now available at official Triumph dealers worldwide and to compliment this product, Regina offer a comprehensive set of chain removal and refitting tools, as specified in the official Triumph dealer network tool package.

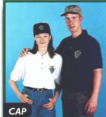
This is supported by a very comprehensive Triumph bulletin on chain removal and fitment and is largely considered to be a vital workshop document.

The co-operation and feedback between Triumph and Regina has been invaluable in achieving the highest quality product to suit the extremely arduous applications.

Triumph and Regina are totally committed to taking this partnership into the next century.

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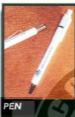
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Sweatshirt (green)	£25.00	£.....	£.....
Polo shirt (white)	£18.00	£.....	£.....
Polo shirt (green)	£20.00	£.....	£.....
Jacket	£100.00	£.....	£.....
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T-shirt (small logo green)	£12.00	£.....	£.....
T-shirt (large logo white)	£10.00	£.....	£.....
Mug	£6.00	£.....	£.....
Wall clock	£12.00	£.....	£.....
Mouse mat	£7.00	£.....	£.....
Acrylic key ring	£1.50	£.....	£.....
Lighter	£2.00	£.....	£.....
Bonded key fob	£3.00	£.....	£.....
Telescopic umbrella	£12.00	£.....	£.....
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Baron pen	£1.50	£.....	£.....
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• By email to mail@ratregalia.com

• By phone +44 (0)181 502 0443, or fax +44 (0)181 502 1134

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