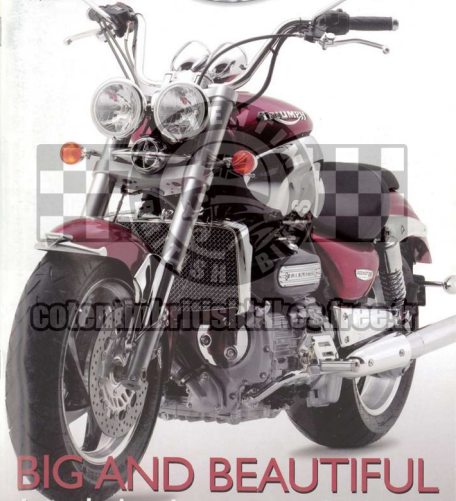


THE MAGAZINE OF THE RIDERS ASSOCIATION OF TRIUMPH

TORQUE

No 29 Autumn 2003
UK/International edition



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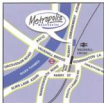


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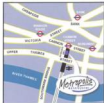
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Contents

4

Triumph News

The blockbusting new Rocket III and time-wary Thruxton café racer make their first public appearance. Racing success for Daytona 600.

10

African adventure



We head for the mountains and deserts of Morocco with intrepid Frenchman Michel Plan. And you can follow his tyre tracks in a great event we have lined up for the Spring.

18

Café society

Lepton's Ace Café has grown into a world famous motorcycling institution. We talk to the man who turned a dream into reality.



24

TT glory

Winning a TT race in their first-ever Isle of Man outing was an amazing achievement. A special pictorial tribute to the Triumph Val'Moto team's Marx success.



32

Sam reborn

Meriden race engineer Les Williams has created an all-new version of the Slippery Sam racer from original parts. Not a replica – the real thing!

36

Letters

Your own Triumph stories from around the world.

37

RAT World

An action-packed Summer continues into the Autumn and plans for next year are already taking shape. Get the diary out.

54

Member privileges

RAT members have privileged status with a range of partners. All the details and contacts you need.

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Raw excitement

Awesome! The only word to describe Triumph's new power cruiser - the Rocket III.

With a 2.3 litre, 140 cubic inch, in-line three cylinder engine pumping out 140 bhp (141 PS) and a massive 147 lb/ft of torque through its huge rear tyre at just 2,500 rpm, the figures speak for themselves.

It's the largest capacity production motorcycle in the world and out-accelerates all-comers up to 100 mph, pulling 1.2G in the process. Ninety per cent of its peak torque is delivered at just 1800 rpm.

Something special.

But this bike is about more than statistics. All Triumphs are designed to be ridden, not just admired, and the Rocket III is no different. The aggressive cruiser styling clothes a steel twin-tube chassis that's more than a match for the incredible power output.

Drive is delivered to the fat eight-inch cast aluminium rear wheel by an all-new maintenance free shaft-drive system and suspension is handled by twin pre-load adjustable rear shocks and upsie-down front forks. Brakes come directly from the Daytona 955i sports bike.

The ultimate cruiser experience.

"We wanted to meet the increasing demand for large capacity cruisers, which makes up 50 per cent of the market in the USA alone," explained Triumph Product Manager Ross Clifford. "But we also wanted to make something mould-breaking. It had to be individual, but still practical."

The wet-in option was immediately ruled out. Other alternatives

included a V6 and an across-the-frame triple, but the final decision was to go for an in-line triple laid lengthways in the frame.

The 2294cc capacity was the largest that could be obtained with this format, and one that could also deliver the target torque output of 200 Nm below 6000 rpm.

"It's a power cruiser that makes a statement," said Clifford. "It's the biggest and best we could make."

Details abound to make the bike rideable as well as visually impressive. Rider ergonomics are based on the proven dimensions of the Bonneville America and the use of a dry sump engine keeps the centre of gravity low enough to ensure easy handling.

Fuel delivery is by injection, twin spark plugs per cylinder ensure clean combustion and counter rotating shafts avoid torque twist.

It's a complete package for riders seeking the ultimate cruiser experience.

Delivered to the public at the Milan and Paris Shows in September, it will go on sale in the Spring in standard colour options of Cardinal Red and Jet Black at a price still to be announced.





Endurance victory for Daytona 600

The Isle of Man isn't the only place where the Daytona 600 has been proving its worth as a world class sportsbike.

Triumph test rider David Lopez, backed by brother Felipe and teammate Regis Seguas took a virtually standard machine to a clear win in the prestigious Catalunya International 24 Hours race in Barcelona, Spain, on July 6.

Modified only with Triumph's own accessory exhaust and screen, plus some adaptations to help speed up wheel and oil changes, the team took second place on the grid in the Supersport class and an amazing 16th overall in a line-up of 57 starters.

Narrowly avoiding a first turn pile-up which could have ended the race after just ten seconds, lead rider David Lopez quickly moved to second in the Supersports class.

Gradually increasing the pace as the evening drew in and the pitstop work got faster, the Triumph took the lead in its class after three hours and pulled four laps ahead of the second placed team during the night.

Near disaster struck at 9:45 on Sunday morning. Up to sixth place overall, it cut-out sensor came loose, killing the engine. Rider Regis Seguas had to push the bike unaided nearly a kilometre back to the pits to get the problem rectified. The repair took just two minutes, but the whole incident had cost 23 minutes and the class lead.

Restarting second in class, now five laps behind the leaders, a win seemed to be slipping away, but during an amazing five hour session, with each rider taking 55 minute stints, lap times dropped below the qualifying time and were only exceeded by the top three Superbike runners.

The reward came when they regained the Supersport lead at 2:30pm,



Triumph test rider David Lopez (center) celebrates victory in the Catalunya International 24 Hours race with teammates, brother Felipe and Regis Seguas.

by which time they were also closing in on the top seven Superbikes. The gap on seventh place came down to just 45 seconds before the Triumph squad agreed to safeguard the Supersport win and settle for a superb eighth overall.

After 24 hours, 674 laps and 2106 miles, the chequered flag finally came down, making the Triumph the first European machine to win the Catalunya 24 Hours for 17 years, covering a record distance for any Supersport bike.

Ready for Winter

New Triumph all-weather riding jackets and

trousers have been released in time for Winter.

The heavy duty Voyager jacket is made from high density two-tone Htens fabric and features a weatherproof Sympatex membrane. Removable lining, large storage pockets, 3M reflective piping combine to make this a top of the range waterproof, windproof, breathable touring jacket. It is available in two tone blue/black.

The popular Sympatex Frontiers touring pants have been upgraded with thigh length zips allowing the rider to use them as either riding pants in their own right or waterproof over-crossers.

Made from 1000 denier Cordura, they are tough but supple and feature a Sympatex waterproof, windproof and breathable membrane. They are available in black.



Thunderbirds are Gone!

The last Triumph Thunderbird went down the Hinckley production line in June.

Introduced in 1995 to coincide with the relaunch of Triumph in America, the bike has since been an integral part of the Triumph classic range, with almost 20,000 examples being produced.

But with demand for the three-cylinder classic in decline and considerable investment needed to refresh the tooling used to produce the engine, the decision was made to end production.

Bruno Tagliaventi, head of UK Sales and Marketing said: "It's been a wonderful seller, particularly in the UK, but in the last couple of years we seem to have satisfied the demand for a three cylinder classic.

"Our energies are now being focused in identifying new sectors of the classic market, currently not being satisfied."



Goodbye old friend. The last Thunderbird nearing completion at Hinckley.

Blast from the past

Back in the sixties, the annual 500 mile endurance race for production motorcycles at the Thruxton circuit was a highlight of the British racing season. Victory proved the sporting pedigree of the winning machine and sales to young guns seeking the magic 100 miles per hour 'ton-up' were guaranteed.

In 1969 Triumph swept the board, with Bonneville taking first, second and third places. Road-going 'Thruxton Bonneville' replicas were soon on the market and became the most sought-after 'café racers' of the period.

In echo of those great days, Triumph have unveiled a 'Thruxton' version of the new-generation Bonneville, combining a unique period style with today's levels of performance and reliability.

The Thruxton 900 uses an enlarged 865cc version of the twin cylinder eight valve parallel twin Bonneville engine, with new cams, carburettors, and megaphone-style exhausts contributing to increased peak power of 70 PS (69 bhp) at 7,250 rpm and peak torque of 72 Nm (45 lb-ft) at 5,750 rpm.

Polished engine covers, clip-on handlebars and rear-set footrests add to



the Thruxton's appeal, complemented by a new short front mudguard and evocative seat hump.

Colour options are Jet Black and Sunset Red, each featuring a chequered flag graphic on the petrol tank.

All the excitement and style of another era, available today.

Historic TT success

Triumph ValMoto scorched to a stunning and historic victory in the Isle of Man Junior TT in June. New Zealander Bruce Anstey, 34, gave Triumph its first TT win for 28 years after blasting his Daytona 600 around four laps of the 37.73 mile Mountain Course in just one hour, 15 minutes, 17.96 seconds.

Full story and photographs on page 34.



Star of tomorrow?

Novice road rider David Stubbs has won a unique chance to realise his dream of becoming a road racer.

David won his big break after being selected from a host of hopefuls at a European Superbike School event at Brands Hatch. Now, with backing from Triumph and specialist bike insurers Bennetts, European Superbike School owner Tony Scott will develop him from beginner to racer in just five months.

David's first race will be at Brands Hatch on October 25.



Chance of a lifetime for competition winner David Stubbs.

Custom colours

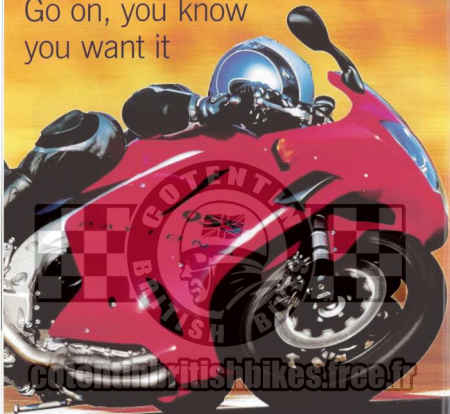
Give your Daytona 600 or 955i extra style with a superb custom painted Union Flag cockpit, now available in Racing Yellow, Tornado Red and Jet Black for the 955i and in Aluminium, Tornado Red and Racing Yellow for the 600.

Chequered flag custom paint kits are also now available for the Bonneville and T100 models in Cardinal Red, Goodwood Green and Jet Black.

Triumph's popular range of gel seats has also been expanded to include the Daytona and Speed Triple (2002 on), fuel injected Tiger and all Trophy, Sprint and Trident models from 1995.



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Moroccan Adventure

Searching for new experiences, Michel Pain and partner Carole Morillon headed to North Africa and the mysteries of Morocco. They discovered an unexpected world.

When we decided to make a 'voyage of discovery' into Morocco, we had little idea of the sheer scale of the country or the many mysteries hidden

in its dramatic scenery. Our objective was to discover a country away from the usual tourist routes that still retained something of its authenticity.

Bathed in sun and with terrain ranging from the Atlantic beaches in the west to the Atlas mountains and the Sahara desert, Morocco was the perfect choice. In mid-August last year we therefore left Rouen with nothing but the Lonely Planet and Michelin guides to show the way.

Our 1999 Spirit ST needed no special preparation, just a normal service. Luggage consisted of a pair of

panniers, a top-box and a tank bag. That was it!

No need to relate the story of our (still beautiful) ride down through France and Spain (4000 kms return), but we arrived at Algiers without incident for the two-and-a-half hour ferry crossing to Tangier.

We immediately fell into the Moroccan rhythm of life, based on the principle of 'baschich' (I'd hardly put down the sidestand of the bike before) was accosted by the jobsworth of the area who wanted to see the customs papers. It cost 5€ to cross the border with a delay of just ten minutes. We were free to explore the alleyways of Tangier.

The streets teemed with life, surprises and impressions. Full of smells, colours and people – smiling sellers in bare feet sitting cross-legged on the pavement. And all eyes were on this noisy strange

Traditional transport

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Stade El Fia square transformed into a restaurant in 15 minutes after 7pm.

motorcycle that has penetrated their world. Their astonishment was general and the difference between this world and ours was equally surprising for us.

We followed the signs for Rabat, along the sea shore, to find a hotel at Brieck, 150 kms from Tangier. The road was in good condition with people and donkeys crowding along the edges in both directions, selling everything and nothing and waiting for who knows what? In fact, on the roads of Morocco, you are never alone!

In the royal capital of Rabat we stayed at the Hotel Balma. Crossing the city on foot to visit our first souk, we made an obligatory stop at the mausoleum of Mohamed V, creator of Moroccan independence. With its green dome and columns of white marble, its luxury is a stark contrast with the poverty of the slums hidden behind it.

Casablanca was our next destination. Staying at the Hotel de Paris, we left the bike parked in the street, guarded by a local for 1€. Here, as elsewhere, there was nothing to worry about. There was always someone offering to watch over the bike for a few dirhams.

A taxi dropped us at the mosque of Hassan II, a gracefully imposing construction and the biggest mosque after Mecca, capable of holding 100,000 people. Its position at the extreme west of the country means it almost rests with its feet in the Atlantic Ocean. And once again, just a few metres away, a



A green valley in the middle of a desert mountain range.



THESE ALLEYS TEEMED WITH LIFE, SURPRISES AND IMPRESSIONS. FULL OF SMELLS, COLOURS AND PEOPLE – SARDINE SELLERS IN BARE FEET SITTING CROSS-LEGGED ON THE PAVEMENT.



Below: One donkey or 100 horsepower.

Above: Mechanical work isn't expensive in Morocco.





Back alley has been with life.



Donkeys and Mercedes check by just.

poverty that contrasted starkly with this costly work of art.

The road to Marrakech filled us with impressions.

The colour of the earth varied from ochre to red and it was much wilder than anything we had seen so far. The city itself was disappointing – too touristy and organised, with too much harassment directed at these very tourists.

Nevertheless our curiosity allowed us to be guided by a child into the leather district. Despite the folkloric aspect, the atmosphere was nauseating and the working conditions anachronistic.

As a balance to this, we stayed at the Hotel du Tati where the buffet meals were copious and of gourmet standard – an example of the quality food that is generally the rule in Morocco. We can also recommend the superb caramelised peanuts produced by street

vendors in the nearby Jenks El Frik Square.

Our impatience to discover Quarzazate was rewarded by the beauty of one of the best roads we took during the trip. The immensity of the mountainous desert country and the twisty sinuous route were a wonderful combination.

We stopped at the roadside Chez Abjaoui Inn, just after the Col Tichka (1260 m). The welcoming our host, Hassan, was simple and friendly and we passed a pleasant two hours chatting with him. We found out that all the families of the region were the size of a football team and that it had hardly rained at all for the last four years! The winters were however rigorous, with plenty of snow.

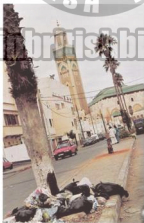
At Quarzazate we treated ourselves to two days of rest in the luxury of the four star Hotel du Zat and its private swimming pool.

WE FOUND OUT THAT ALL THE FAMILIES OF THE REGION WERE THE SIZE OF A FOOTBALL TEAM AND THAT IT HAD HARDLY RAINED AT ALL FOR THE LAST FOUR YEARS!



The view from our hotel window.

THE KASBAH ASMAA, CONVERTED INTO A HOTEL WITH A SWIMMING POOL, WAS OUR REFUGE IN THE MIDDLE OF A DESERT PLAIN SURROUNDED BY MOUNTAINS.



The next leg of the trip took us along poor secondary roads towards Midlet. Unfortunately the bad condition of the road meant we weren't able to visit the *Gorges du Gharb* – if only we had a Tiger!

When we started the Sahara, feeling its temperature of almost 50°C in these gorges, the bike started to emit worrying ticking noises. It was the only mechanical concern we had for the whole trip.

The route followed the base of the Atlas mountains that dominated the landscape to our left. Clouds on the horizon warned of a sandstorm that we went through just below a pass. This resembled Normandy fog, except it was hot, dry and it stung!

The kasbah Asmaa, converted into a hotel with a swimming pool, was our refuge in the middle of a desert plain surrounded by mountains. At its centre were several restaurants laid out around a fountain, each identified by different coloured tile mosaics. It was a beautiful oasis of green in the midst of the arid landscape.

Waste bins outside a mosque.

Crossing the agricultural province of Kenitra we approached Fez. In the village of Tirmahdite, we went in search of honey pancakes. It was market day and the buzz of activity was incredible. Trucks carrying sheep or cedar wood were mixed up with shepherds leading sheep by a rope leash, while we sat back and soaked up the atmosphere sipping coffee and savouring the pancakes.

The region was magnificent, offering a new type of scenery: huge plains with scattered settlements of huts or tents; pine forests; roads shaded by heavily scented eucalyptus trees.

Entering the town of Ifrane, we could have been in Europe. White houses and sloping tiled roofs make up this seaside resort.

In Fez we settled into the Hotel Splendid, where we met two Moroccans who offered to guide us around the markets. They took us first to the medina Fes El Jdid and did the bargaining for us to buy traditional robes and three pairs of slippers. We then met their niece who offered to show us the medina Fes El Bali. Their presence protected us from too much hassle and allowed a more leisurely visit.

The return to the port of Ceuta led us along a winding road through olive groves and cultivated fields. Passing through customs was more difficult this time as we refused to pay the 10€ bacchich.

The resulting two hours wait was in conditions made intentionally deplorable, to 'encourage' tourists to part with the bacchich more willingly. The 35 minute hydro-speed crossing back to Spain was an amazing contrast of efficiency.

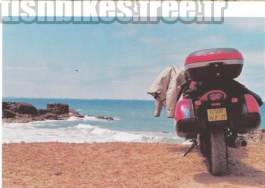
Our trip in brief :

- We covered 6000 kms in 15 days.
- We had no problems with supplies. Food, fuel and cool water were readily available.
- Our 'Lobely Paster' guide allowed us to easily find a hotel at every stop.
- We saw no Moroccan registered motorcycles at all and only came across six bikes registered in Europe and three camels.
- The weather was always comfortably warm, with just four drops of rain in Ouarzazate.
- 10 dirhams = 1€

PS. I should add that I didn't cover the full distance at the controls of the ST. My companion took the handlebars for around 1000 kms, allowing me to soak up the stupendous scenery from time to time.

Her lack of riding experience and short stature didn't dissuade her from taking over a bike weighed down with luggage and a passenger. Bravo to her!

RAT will be organising our own Moroccan Adventure in the Spring of 2004. See the next edition of Torque for full details.



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Café Society

London's Ace Café is a modern motorcycling institution. But without the dream and determination of one man, it would have ceased to exist in 1969. Mark Wilmore made reopening the café and recreating a classic lifestyle his life's work.

Simon Carter went to meet him.

Trophies owners still flock to the Ace Café.



Ace Café London. The very word evokes vivid images of what many people view as a golden age of motorcycling. An age when leather-clad youngsters with wind-torn hair tried to break out of post-war austerity with a taste of the hostile wind.

"Freaks" of the 1950s and 60s honed to roadside cafes to share their passion for motorcycles and a unique rebellious style and image. The very idea gave birth to the term "café racer". A stripped down road bike with low handlebars and an aggressive, spartan appearance that enforced the whole lifestyle. And at the centre of this sub-culture was the Ace Café, a whitewashed building on London's North Circular Road.

The images are still alive today, either as a treasured memory of a youthful past or an echo of an era with its own brand of glamour. But for some people it is more than an idea. For these modern cockers, the past is very much alive. Mark Wilmore is such a person. But more. Not content with recreating the rocker image with the way he looked, dressed and rode, the Londoner had a vision. He would reopen the Ace Café itself.

The Ace Café first opened its doors in 1938. Although originally designed to service the needs of heavy goods vehicle drivers, post-war motorcyclists adopted the site as a place to meet and talk bikes.

Its reputation spread with the growing influence of rock and roll and motorbikes, combining to give it a sometimes less than savoury reputation. Motorcycling and rock and roll were equally frowned upon by large sections of society, and the widely reported antics of the son-up boys, so-called because of their determination to reach the magic 100 mph, helped the café develop its notoriety.

Time moved on however and in 1969 the café closed its doors. But for Wilmore, they would have stayed closed.

Mark's passions were horses and motorbikes. His

dream of being a jockey was ruled out by his weight, so at the age of 22 he joined the Metropolitan Police Force mounted police. Eighteen years of service followed in what he considered to be his dream job. "I would ride to work on a motorbike, ride a horse all day, ride home from work on a motorbike and then go off to a rock and roll concert!" During this time Mark gained a reputation as an organiser, and was the driving force behind many trips to the Bol d'Or and the Isle of Man.

In 1993 a chance conversation with a Triumph rider fuelled a journey to rebirth the Ace. The rider, an original player in the Ace Cafe scene, remarked that it would soon be 25 years since the Ace had closed in September 1969. It was decided to organise a reunion. Mark took on the organisation, but his thoughts soon turned to the idea of re-opening the cafe itself.

There was enough photographic evidence to reconstruct the Ace as it originally was, but this idea quickly lost attraction. "I realised that refitting it as it was would have entailed it being reopened as a museum, which had no appeal to me whatsoever. I planned to open the cafe and see it alive and kicking and that's what propelled the dream forward."

Early enquiries proved disappointing. The majority of the ground floor of the building was being used as a tyre depot, with the remaining section and the entire first floor being used as an office by another company. Furthermore, any change of use planning permission would not be granted until extensive modifications to the North Circular Road were carried out.

Undeterred, Mark pressed ahead with the plans for the reunion. Twenty-five years to the day since the cafe closed its doors, 12,000 people turned up. It was a



Mark Willmore - still living the dream.

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ITS REPUTATION SPREAD

WITH THE GROWING
INFLUENCE OF ROCK 'N'
ROLL AND MOTORBIKES,
COMBINING TO GIVE IT A
SOMETIMES LESS THEN
SAVOURY REPUTATION.

The classic decor reveals the spartan interior of today's Ace Cafe.





THE WATER MAIN BLEW UP, LEAVING A CRATER IN THE CAR PARK THAT TOOK 220 TONNES OF MATERIAL TO REFILL.

The Cafe welcomes all-comers.



clear indication that the rebirth of the cafe could work and reassured Mark about his sanity!

The following annual reunions, known as 'Ace Days' continued to take place at the cafe, but by 1997 the 'Ace Day' had to move to a new home in Brighton. The original site could not cope with the numbers, which had swelled to over 25,000.

Having left the police force in 1997 after falling off too many horses and motorcycles, work on the North Circular Road was completed and planning permission for the cafe obtained. The site was purchased later in the year and the company who shared the building with the tyre depot moved out. The second they disappeared, the 'Ace Cafe' opened up, even if it was on Sundays only, with food provided from a burger van at the far end of the car park! "It was popular from the moment go, with bikes only on a Sunday as we still do to this day."

Pressure from local hot road and American car fans - another passion shared by Mark - led him to start opening on Wednesday evenings to cater for them. He still does.

If things had been relatively straightforward up to this stage, it was all about to change.

Fifteen feet below the Ace car park was a 60 inch high pressure water main was serving London north of the Thames. On the freezing cold night of March 6, 1999, the dedicated tea drinkers and other assorted regulars had their evening nicely interrupted by an explosion that Mark likens to Armageddon. The water main blew up, leaving a crater in the car park that took 220 tonnes of material to refill!

Mark recalls the incident in detail. Having followed one of the regulars outside to bid him farewell, the car park started rumbling and disintegrating in front of their startled eyes. "The whole car park in front of us started to stand up. My original thought was 'what the F!', but by the time I got to the F word we were running for our lives."

The North Circular Road was flooded to a depth of 25 feet and was closed for an unprecedented ten days. "Had it been a Sunday afternoon the consequences would have been horrific, but actually not one person was injured."

"It was a critical moment for us, but it motivated me to get to grips with the occupier of the tyre part of the building to persuade them to depart so we could go ahead with the full scheme. The water burst was a very important part of the reopening of the cafe."

"I had seen there were cracks in the building which had been attributed to bad drains, bad guttering and the fact that we were close to the River Brent. But all of a sudden it was clear to me, looking into this huge hole, that the pipe had been leaking water for many years and had caused all the problems with the building."

"I went into battle with Thames Water. Lots of money was spent on the structural repair to the

building, most of which was attributed to problems with the pipe. As we are today, we were insured with Footman James and I can not sing their praises enough for their help and support they gave us through those difficult moments we had with Thames Water."

Even so, finishing the rebuild meant many hours spent raising the additional finance required to fulfil the dream. "One popular misconception is that the water company paid for the redevelopment, but that's so far from the truth it's frightening!"

Then in 2001 came the next major opportunity. The tyre company decided to move out. Mark wasted no time. "We went ahead with the full monty, opening in September 2001 on the reunion weekend."

Response was immediate and business quickly built up. "Today the Ace Café is open daily, serving food and drinks to passers-by, travellers and the simply curious. But it is motorcyclists who still give the place its heartbeat, with live music, special motorcycle-focused nights and hundreds of bikes in the car park on Summer Sundays."

"One bloke remarked that sitting in the Ace Café was like sitting in a time machine. Initially we thought he was referring to the history of the place, but then he remarked that every time he visited, half an hour turned into four or five hours! That in itself was a compliment!"

There are some regulars who were part of the original Ace Café scene in the sixties. The first thing they say is that it was never as big as it is now. Originally the building was split into two, a café and a restaurant. The bikers were never originally allowed into the restaurant! The second thing the old timers say is how much better it is now!

As is probably already clear however, Mark is not a man short of ideas and ambition. With the London base now firmly established and a worldwide market for Ace Café branded merchandise, his sights have been set a bit wider.

The current objective is to make the Ace Café brand international through a chain of 'Rockers Restaurants' - there will only ever be one true Ace Café after all!

Sites in Hamburg, Berlin, Mannheim and Vienna are currently being studied, with future targets in the UK being Brighton, Birmingham & Blackpool.



www.britishhikes.free.fr

◆ "Triumph Night" at the Ace Café's held on the second Wednesday of every month, supported by RAT. A member of the RAT staff will be present and there will be a prize draw exclusively for RAT members. If you're around North London, don't miss it!

THE CURRENT OBJECTIVE IS TO MAKE THE ACE CAFÉ BRAND INTERNATIONAL THROUGH A CHAIN OF 'ROCKERS RESTAURANTS' - THERE WILL ONLY EVER BE ONE TRUE ACE CAFÉ AFTER ALL!



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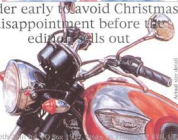
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Birth of a legend

Triumph's victory in the Isle of Man Junior TT established the new Daytona 600 as a world class sportsbike. We speak to the men who made it happen - rider Bruce Anstey and team manager Jack Valentine.

History was made on Wednesday June 4, 2003. For the first time in 28 years a Triumph factory team raced on the legendary Isle of Man TT circuit. It was also the first TT race for the all-new Daytona 600. For New Zealander Bruce Anstey to bring the blue home in first place in the Junior TT was nothing short of incredible.

The fast, bumpy country roads that make up the 37.73 mile long Isle of Man Mountain Circuit are the ultimate test of man and machine. A diehé perhaps, but true all the same.

Anstey's RACE average of 120.36 mph (195 kph) over four grueling laps - including a fuel stop - was proof positive that the Daytona 600 is a world class sports machine.

A fastest lap of 122.22 mph can only truly be appreciated by those who have experienced the island's rural roads that usually carry everyday traffic at a modest 30mph.

The only men who didn't seem surprised were Anstey himself and Triumph ValMoto team manager Jack Valentine.

"As soon as we tried the bike at the start of the

48 miles from the victorious Triumph ValMoto team with team owner Jack Valentine taking centre stage with race winner Bruce Anstey





Ten-thous commitment as New Zealander Bruce Anson blasts his Daytona 600 to a historic win in the 2003 Junior TT.



Dramatic style from John McGuinness over Bellegha Bridge.

THE POWER AND THE HANDLING WAS THERE ALREADY. ALL WE NEEDED TO DO WAS TO WORK THEM UP TO TT RACE LEVEL. WE NEVER HAD ANY REAL WORRIES ABOUT RELIABILITY.

project I knew we stood a good chance at the TT," said Valentine. "The power and the handling was there already. All we needed to do was to work them up to TT race level. We never had any real worries about reliability."

Last-year Kevi Aestey, 34, based his confidence on direct experience. His first race on the Daytona 400 brought him second place on the superfast North West 200 public roads circuit in Northern Ireland in May. The result created a wave of optimism that swept him to the start line in Douglas, Isle of Man.

"After the North West I was pretty sure I would do well in the TT," said the real roads specialist. "I had no problems at all during the race. Everything went to plan, so I wasn't surprised I won, but it was still an incredible feeling."

"There was a lot of expectation around me, especially after I set the fastest time in practice, but I stuck to my plan and it worked."

"Ryan Farquhar set off 20 seconds ahead of me, but I caught him up fairly quickly and we had a bit of a scrap. Then in the end I let him go, knowing that if I could just maintain my pace, I'd be on for the win."

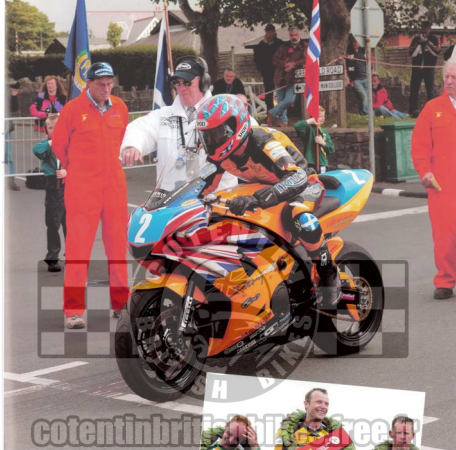
Aestey's Triumph ValMoto team-mates Jim Moodie

and John McGuinness and took ninth and tenth places, giving the team a 100 per cent finishing record - in itself an outstanding achievement on the bike-breaking TT course. A superb added bonus for Triumph was the junior TT Manufacturers Award for the first three riders home on any one make.

That Moodie even made the start of the race was a tribute to the Scot's toughness. To finish in the top ten was a private victory in its own right.

Less than a week earlier he had been hospitalised after telephone wires, brought down in an accident during practice in which TT lap record holder David Jefferies died, wrapped around his neck. Fortunately he was able to stop his bike before serious injuries were sustained, but the resulting abrasions around his throat made completing the four lap race an extremely painful achievement.

Team manager Valentine was overwhelmed by the reaction to the team's win. "The fans have been unbelievable. Every time I walk down the road people are coming up and shaking my hand and congratulating me. It's incredible," he said. "It was a fantastic day for Triumph, the ValMoto team and for British motorcycling."



Above: Jim Hoodie shrugged off a horrific accident in practice to take sixth place in the Junior TT.

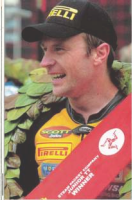
Right: Victory at the TT was a dream come true for thousands of Triumph fans.

"Full credit has to go to Triumph and all its employees for building such a great road bike, to the ValFoto team for turning it in to a winning race bike in such a short space of time and obviously to Bruce for bringing it home a winner in the toughest race in the world.

"It is definitely the most satisfying win I've ever had at the TT. The win in 1999 with David Jefferies was fantastic, but this was special - it was history in the making. We've put a British manufacturer back on the map and that's a tremendous feeling."



IT WAS HISTORY IN THE MAKING.
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Junior TT winner 2003 - Bruce Anstey



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Long live Sam!

Meriden factory engineer Les Williams played a central role in developing the world famous 'Slippery Sam' racer in the seventies. He has now created a replica from original parts.

Words and pictures Brian Tarbox

Slippery Sam is one of the most famous British racing bikes of all time. An unprecedented five Production TT wins in succession secured its place in road racing history.

Until Bruce Anstey's brilliant victory in this year's Junior TT on the Daytona 600, Slippery Sam was the last Triumph to conquer the Island.

That win in a ten-lap marathon in 1975 saw the riding shared by Dave Croxall and Alex George. The year before Mick Grant was in the saddle, and Tony Jeffries' 1973 win followed on the heels of a double scored by Ray Pickrel.

Falls go to the National Motorcycle Museum to pay their respects or cheer from the trackside when the old boy's taken out, dinged down and paraded. Slippery Sam is the sight and sound of the Seventies to a whole generation of British bike fans.

It is therefore with some embarrassment that I quote a comic that I didn't recognize the old boy without his clothes. He was naked and undergoing a thorough medical when I blundered in on him.

Without the distinctive Screen and Plastics fairing, Dan Woodford into the tank and P&P rider with the Union Jack logo and Slippery Sam signature, there was

Les Williams and former factory race mechanic Arthur Jakeman with the T150 replica.



nothing much to distinguish this T150 Trident from any of the other 'Raygun' silenced 750cc triples that rolled off the Meriden production line.

In fact, Slippery Sam would have been denied race track glory and joined them in the showrooms had he not been pulled off the assembly line and set to one side. Like the other racing Tridents, he was a reject. No one can remember what the problem was. Perhaps cosmetic, perhaps an electrical or mechanical fault. Whatever, it made more sense for the race boys to strip and rebuild the rejects rather than healthy models.

Slippery Sam evolved considerably in his years on the track. Frame and brakes changed. The engine too. All five Production TTs were won using the same motor - CC02477 T150T - but that wasn't Sam's first motor. Nor was Sam a winner on his first visit to the Island.

The year was 1970, the rider was Tom Dickie and the result was fourth. Team-mate Malcolm Ughill won the production race that time out on another of the triples.

Slippery Sam was simply production racer no 2 until a few months later. The nickname that stuck was born from the bike's appearance as one of three Triumph works entries in the prestigious Bol d'Or endurance race at the Donington circuit near Farnham.

Paul Smart and Tom Dickie gave the Britney victory. Production racer no 2 was campaigned by Percy Tait and Steve Jolly. They finished fifth but a breather problem sprayed oil everywhere - over the riders, over the bike, over the rear tyre. Slippery Sam became the bike's moniker.

This year saw Slippery Sam's first return visit to Montherley. The medical check-up I walked in on was in preparation for the Coupe Moto Legende meeting there in May, where he was paraded on the National Motorcycle Museum's behalf by Richard Darby. For once Sam was in a supporting role. Paul Smart and the Bol d'Or winner were the main attraction.

Although it didn't immediately dawn on me that the bike on the workbench was one of the world's most famous Triumphs, the dies would not have caused Sherlock Holmes too much bother.

The men lecting the bike were former Triumph race mechanic Arthur Jakeman and Les Williams, the factory



His race stickers on the Pacific Blue fairing, Les wanted to keep it virgin.

IT MADE MORE SENSE FOR THE RACE BOYS TO STRIP AND REBUILD THE REJECTS RATHER THAN HEALTHY MODELS.

charge and who organised many of the squad's most successful campaigns as development chief. Doug Hele's unofficial race manager, Triumph's 1970 and 1971 Isle of Man wins were among team outings Les headed and Slippery Sam's 1971 TT victory could well have been his first and last if Les had not stepped in with a display of what they describe when giving out medals as "service above and beyond the call of duty".

The glorious reign of the works Triumph Tenders and BSA Rocket Three lasted five seasons. It all began at the Daytona 200 in March 1970 and was over and done with the end of the following year. With the BSA/Triumph Group struggling under a mountain of debt there was no money to continue funding the race programme they had hoped would save them.

There were no plans for Slippery Sam to defend his title at the 1972 TT but Ray Pickrell was keen to do the encore. With Doug Hele's okay, Les Williams took Slippery Sam home and prepared it in his own time in his own workshop so that when management finally gave the plan the green light the bike was ready to roll.

But the company's troubles were getting worse. Les was made redundant. So was Slippery Sam. They left Meriden together after Les had scraped together £300 to buy the bike. He says he was thinking of returning it to fully standard trim and running it on the road. Thankfully, he kept it as a race bike instead and took care of its preparation for three more TT wins.

Although Sam is now owned by the National Motorcycle Museum, Les is still consulted about the

machine's use and "takes a hands-on role in its upkeep at major parades and track events".

The machine was prepared for Monty by in the Williams workshop, situated directly opposite the duckpond in the garden of his 17th century cottage. Les and wife Joan have a second home in Wales. The cottage in Warwickshire was acquired in a part exchange deal on their bike business - L P Williams - which is now owned and run by Trevor Gleadall. It's a short drive from the cottage to the old Meriden factory and Triumph's new base in Hinckley.

Williams, 71, is impressed with Triumph's doc, water-cooled triples. He said: "I've only ever ridden one of the very early ones, but they are the type of bikes we should have produced (at Meriden) if we had had the money and modern machine tools."

Williams, a farmer's son from Cwmkils, served his apprenticeship as a mechanic at the Central Garage in nearby Brecon, and spent his Army years as a display team rider and fitter with the Royal Signals before joining Triumph in 1955. It was a transfer two years later to the factory's experimental department that was to lead to the race track.

There was never an official race shop as such but the factory's involvement in production racing grew with the arrival of Doug Hele and his development of the 500cc Daytona, 650 Bonneville and 750-triples. The experimental department simply took on the new race role as well, and that was that.

Hele and his team made the Bonnie the bike to beat

in production racing and went one better with the Trident and Rocket 3 triples. Slippery Sam is one of no fewer than nine of those threes on display at the National Motorcycle Museum.

The pinnacle of the race development programme was the F750. Williams' notes show that on 24/1/70 Percy Tait tested the first crude version of an F750 factory racer at the Motor Industry Research Association's proving grounds at 155mph. More tests at Elvington quickly followed - the speed increasing to 164mph. BSA-Triumph's race ambitions were focused on the Daytona 200 and a head-to-head against Honda's new four cylinder CB750 for the all-important American market.

Dick Mann won the 1970 race for Honda and the 1971 race and AMA Championship for BSA. These F750 machines, campaigned by the likes of Mike Hallwood, John Cooper, Gary Nixon, Paul Smart, Roy Pickrell, Gene Parsons and Percy Tait, were the most exciting things on two wheels at the time.

Many replicas have been produced since - for classic racing and road use. And there was a new addition to their ranks this year - an F750 Triumph that's so much more than the name replica suggests.

This bike is the real thing. Built from genuine works spares by Leslie Powell Williams. He bought the parts in 1975 from NVT, the Norton Villiers-based company that had made a dog's dinner out of the supposed recipe of the BSA-Triumph Group.

Les, then on by NVT after being made redundant by BSA-Triumph, found himself redundant again. He had given NVT the kudos of a TT win by agreeing to have Slippery Sam compete in the 1975 race in NVT colours.

A few months later he was without a job but went on to set up his own successful motorcycle business and £400 bought him the last remnants of the Trident and Rocket 3 race spares, a job lot that included a couple of Rob North frames, a variety of engine



The front 19in Leckford disc brake is from the period and was developed exclusively for the BSA-Triumph works racers and MV Agusta GP bikes.

components, wheels, brakes and bodywork.

That was 28 years ago. The business took priority and, now retired, Les has found himself busier than ever! He began assembling the F750 racer 15 years ago. It has been a stop-go operation. Having first assembled the motor nearly a decade ago, he took the precaution of having Arthur Jakeman check it over again before the big day arrived for it to be started up for the first time.

There was a third person present for that occasion, but February - No! Payne, former chairman of the Triumph BSA Rocket 3 Owners Club and now the competitions and demonstrations manager for the National Motorcycle Museum.

Neil said: "What a fantastic experience! The noise of these things is absolutely wonderful. It must have been a privilege to have seen a whole grid of them in action in the Match Races."

I was there Neil, and it was. I was there when Cooper beat Ago at the 1974 Melony Park Rock of the Road and I faced when Hallwood's angel inspired at both Daytonas I was rooting for Robinson (Triumph) against Mann (Honda) at the 1970 Daytonas and for Mann (BSA) against them all the following season.

Replicas help keep the memory alive. Les has nothing against them per se but objects strongly to any classic racer being passed off as something it's not. He claims to know several people who are doing just that and has suspicions about many more.

I am convinced he would rather destroy the F750 he has made than have it falsely represented as a 'genuine' works bike.

He said: "The parts are genuine but it wasn't assembled and raced by the team in the Seventies so it can't accurately be described as a works racer."

To avoid any hint of ambiguity Les has stamped the crankcases, LPW 2002. That's his initials, and 2002 would have been the date of the bike's completion had he not let it drag on a few months into 2003. By that time he had already had the plate made, so 2002 it is!



Cylinder barrels used on the racers were warranty returns. Kevlar heat stabiliser, a +10 rebore overcame the necessity of long running-in.

Although a valuable addition to any collection, the bike would be worth even more if it carried the works tag. Les is having none of it. He has four grandchildren and says it is their legacy. "It is a way of rounding off the work I have done, it's the kind of motorcycle you display in an alcove in your house."

Les originally intended for it to be paraded. Now he is not so sure, but he certainly would never be happy if the engine cases contained only air. That would be another example of false pretences as far as Les is concerned.

LPW2002 is a fully operational example of a machine that could have been standing by as a spare at the 1971 Daytona 200 or TT.

Spec of the engine includes use of a special lightweight works crank, balanced con rods, a TH64 inlet cam and competition push rods, rockers and rocker boxes.

It was found T150 road bike engines would burn copious quantities of oil unless run in gradually over 3000 miles. The race team dodged this by consuming chaps by using road bike barrels retained under warranty. Already heat stabilised, all they needed was a +10 rebore. These are the kind of barrels used on the F750 replica which runs an 11.8:1 compression ratio and produces about 90bhp.

Much of the additional power comes from porting work and Les says the head he has used is a state of the art example of the tuner as an artist. "When you have seen as many of these heads as I have you can just look at one and know if it's going to work or not. This one was done over at BSA and is particularly good."

A number of the works bikes were run with squish band heads in 1971 and an example was among the parts Les bought from the factory. However, he sold it before he began work on this project and says in terms of performance the squish head "never made that much difference."

Carbs do, and those on the machine are a collector's item in their own right. Take a close look - these are the original Jack Shermans made 'Shermotzies' - the Amal Concentrics with hand-made velocity stacks he devised to replace the heavier to operate GP carbs the race bikes originally used.

Les says the one big advantage the Tridents had over the Bonneville's the factory had previously raced was their vastly superior strength and reliability.

He said: "The Trident engine was smoother than the Bonnie and much stronger. The Bonnie on which Malcolm Uphill won the 1969 Production TT crossed the line with a cracked piston and would not have lasted another half a lap.

"The Production Bonnies we raced had to be stripped and rebuilt after each meeting but the Tridents could do 2000 miles at something like the Bol d'Or and still be okay. They had a much stronger bottom end and clutch."

There was, however, a weak point - the Quaffle five-speed box inherited from the Bonneville racer. Les says it wasn't up to the job on the more powerful triple. The Mk II version was much better and is what Les has fitted to the replica.

An oil gauge has also been adopted for safety's sake but the rest of the bike is true to its origins, featuring a Rob North frame, swinging arm and yokes, Lockheed front disc and racing caliper with extended master cylinder, Girling shocks and steering damper, a three-into-one works exhaust, Daytona ignition system and Kröber electronic rev counter. The 19in wheels have alloy hubs, and WJ rims. Standard road forks are retained but with modified rice springs and damping.

The late Bert Hopwood, co-designer of the Trident/Rocket 3 team, Doug Hele and an executive on the BSA Triumph Group board, writes in considerable detail about the triples in his book "Whatover Happened to the British Motorcycle Industry". A suggestion he claims he made to the factory in 1970 was the production of a limited edition road bike based on the Rob North-framed F750. Who knows if it would have sold?

Sam underwent many changes of spec during his successful track career. Frame and brakes were changed and the engine which carried him to the TT was also the one first fitted on the Herdren assembly line. The last of his TT wins was scored by a race coped in capacity from 750 to 1000cc and saw Sam run with modified T640 barrels and in VVT race cylinders.



I AM CONVINCED HE WOULD RATHER DESTROY THE F750 HE HAS MADE THAN HAVE IT FALSELY REPRESENTED AS A GENUINE' WORKS BIKE.

Letters

RAT, PO Box 83, Hinckley, Leics, LE10 3ZP, England

STAR LETTER



We will give two RAT T-shirts to the writer of the best letter published in every edition of Torque. Please note your size on your letter.



Taste of success

I WAS very interested to read the article 'Mountains, Beers and Moose droof' in the last Torque. I market English hops in the US for a group of Herefordshire farmers and one of our big successes is 'Big Sky Brewing' in Missoula, Montana, who brew 'Moose droof'.

Matt Long is the head brewer. I saw him only last month and had my share of 'Moose droof', which is brewed with some English malt and the all-English hop variety Goldings. So Triumph aren't the only successful export to the USA and Canada.

By Michael Lebbins, Bristol

Classic style

I ENCLOSE some photos of my Bonneville which took second place in the Cafe Racer class at the recent Swedish Bikemeet.

All the parts are made by myself. The bike is great fun to ride and takes me back almost 30 years when I'm behind the handlebars.

Steve Rask, Newcastle, Sweden



Steve Rask's prize-winning cafe racer.



Triumph to the core

I WAS the first American to road race in Europe after the war. All my racing was done on Triumphs and I continued to race after my return from service in AMA, ERA, WEIRA and AHRMA.

My present stable includes four Triumphs. Number 9 is a 1967 factory Daytona 500 racer, which I believe is the bike Gary Nixon rode to victory at Daytona. Number 48 is Rod Coates' 1949 GS - J Pitt bike that he won with in 1950. The line-up also includes the 1976 Trident I, long owned from new and my 2003 Bonneville. That's my original helmet, which through the years has apparently shrunk!

If they ever perform surgery on me, they will find 'Triumph' Marked on my heart.

Bill Bilet, Andover, N. USA

A true enthusiast! Bill - @two RAT t-shirts.

Bill Bilet's racing pedigree stretches back over half a century.



God's in his heaven and all is well

I NEVER thought that purchasing my first Triumph would be such a religious experience.

Day one. I had been working at Triumph for a little over a year when one I saw it.

There it was. A sky blue and silver Bonneville. It was like a bright light come over me, and I realised THIS was the bike I had to have.

Day two. I finally owned the bike. As I sat on the bike I noticed the sky blue paint was the color of heaven, and the deep rich silver was comparable the finest metal mother earth could produce.

Day three. I added saddlebags, loud pipes, front windshield, and a centre stand. I looked at my new motorcycle and said to myself: "All is good."

Day four: After making my selection from Triumph's clothing catalogue I was ready to ride in any season, rain or shine. Looking at myself in mirror, I thought: "Man, I look good!"

Day five was when I realised that all that stopping had made me hungry. I discovered that Wednesday was RAT night at the Prince of Wales pub. Between bike night at Hooters on Tuesday, RAT night Wednesday, and Beef O'Brady's Thursday, I realised that owing a Triumph

provided me with a plethora of food and cold beer on which to feast. I knew I would never go hungry.

Day six was a special day. This was the day my 'Honey O's Honey' finally joined me for a ride. It was the Eden, with just my wife and me all alone cruising the Georgia back roads. It was a perfect afternoon.

Day seven was my day of rest. A three hundred mile ride in awesome weather through the country roads of Georgia. All was good in my universe.

Richard Marks, Newnan, Georgia, USA.

Richard Marks and the second love of his life.





RAT World

Up front

with Simon Carter



After a summer of partying and glorious riding, it's time to look forward to what remains of the season. The 2003 RAT year has been an unqualified success with all four Raids selling out. Attending Triumph events has for many become an important part of their social life. If you have yet to experience this for yourself then you simply must come along on an event and find out why these are selling out months in advance.

The spirit of the Triumph rider was summed up for me at the recent 'RAT at the Track' event we held at Cadwell Park. The awfully ghastly weather did its best to interfere with the proceedings, but absolutely everyone remained cheerful, happy and positive. The fact that everyone was soaking wet and had lost track time was irrelevant. Triumph riders were there to have a good time and make the most of the day, regardless of the obstacles that lie in their way. During the lengthened lunch break the canters will ring to the sound of excited conversation and laughter—that's what it's all about.

It's the same on our other events, and that's what makes RAT

unique. Customers, pack leaders, dealers, Triumph and RAT staff are all enthusiastic and passionate about what RAT stands for, and are keen to promote and strengthen the Triumph spirit. The winter edition of Torque will carry details of the 2004 schedule. Be prepared to book early!

I would like to welcome Ben Gray to the team in the UK. He is responsible for the administration of the club and will become involved with the running of the events next year. We will be covering the RAT section of the Triumph stand at the NEC together this November, so if you are coming to Birmingham for the annual International Motorcycle Show make sure that you head to Triumph first! It's a great place to catch up with friends old and new, and start looking forward to next year!

Enjoy the rest of the 2003 season. Ride safe!

Simon Carter
Riders Association of Triumph

RAT Summer Party

Take it to the Bridge!

Triumph V6Moto were the deserved stars of the show when RAT converged at Ironbridge in June.

Craig, Jim and the rest of the V6Moto team were joined by John McGuinness and Bruce Anstey to provide a very welcome and appreciated presence. A special presentation was made to TT winner Anstey during the afternoon and he left Ironbridge with his TT winning bike in the back of his van! For the rest of the day and night the team mingled with the large crowd, signing autographs, posing for pictures and chatting.

It was a terrific day with the vast majority of attendees visiting some of the world famous sites that the Ironbridge area is famous for. By late afternoon the town was swamped with bikes as hundreds of Triumphs toured the area and soaked up the glorious sunshine.

Those who stayed for the evening were treated to a top meal, some challenging competitions and music late into the night.



Triumph Product and Racing Manager Ross Gillard presents TT winner Bruce Anstey with the keys to his Daytona 600.



The weekend was wrapped up nicely with a ride out on the Sunday morning. The Wylie and Holland pack led the well-attended 'Shropshire Lad' tour, which culminated in a visit to Ludlow castle.

Many thanks to our partners Pirelli, Triumph Rider Insurance, RAT Retail and Wylie and Holland who provided terrific support throughout the day.

German Summer Party

I was part of it!

The first Triumph German Summer party took place in July near Glessen and attracted a mammoth crowd of 1000 people, including a contingent from the UK.

German RAT co-ordinator Roderger Buck, with brilliant backing from the entire Triumph Germany office, put together a marvellous day and night of entertainment.



Fashion Times.



Temperatures in the daytime climbed to a sizzling 38 degrees centigrade, but this didn't prevent the enthusiastic crowd cheering on the fashion and stunt shows and making the most of the day. The nearby lake did a roaring trade throughout the day as people hunted for somewhere to cool off, and Triumph riders paddled happily in the cooling waters alongside hundreds of bemused locals.

Over 600 people stayed for the evening event and cheered on the brilliant group, 'The Oldies', until the early hours of the morning. A huge fireworks display entertained the crowds prior to the group's finale. Triumph Germany staff then took over the running of the bar at 1am when the contracted bar staff finished, with time finally being called at 4am!

This was a terrific first effort for Triumph Germany and can be highly recommended for a visit for next year.

Dorset Raid – 2003

Bank Holiday Biking

The superb Chime hotel in Bournemouth played host to the second UK Raid of the season at the end of May.

Over 70 members sat down to a fantastic buffet on the Friday night in the luxurious surroundings of the Sea View restaurant. Roland Ward, who had travelled from south Germany for the weekend stayed up late into the night with a hairy contingent many who regretted their late night at breakfast on Saturday morning!

Nigel and Julie Baker of the Three Cross RAT pack had put the event



together and they had devised an inspired roadbook. We circled the beautiful county of Dorset, dodged the showers, and avoided all of the usual Bank Holiday traffic – an impressive achievement!

During Saturday evening we again enjoyed a terrific menu and danced the night away to the fantastic rock band 'Lucky' until the early hours. Once again the hospitality of the hotel was enjoyed to the full, and it turned into another late night for many of the group. Breakfast on Sunday morning was therefore a much more sober (and quiet) affair!

We left Bournemouth at the more sociable time of 10.30am and headed out across the moors, dodging the showers, to Bucklers Hard. As with the previous day's ride, many local riders came along to boost the numbers, and our procession made an awesome impression as we thundered through the New Forest.

Many thanks to Nigel and Julie and Three Cross Motorcycles who put together a wonderful weekend.



Riders in the Storm.

Rocamadour Raid

Mixing motorcycling and gastronomy

A hundred people from France, Great Britain and Spain came together on Friday June 6 in Cahors, South West France, for a tempting cocktail of great roads and fine food!

We woke on Saturday to glorious sunshine, and the riders set off on the narrow roads of the Lot department towards St Cirque Lapopie to enjoy the views and explore the picturesque village. Next came the Lot Valley roads towards Carjac and Marcilhac/Célik. By the time lunch arrived, the sun was at its peak and everyone was delighted to get off their bikes and out of their kit for a couple of hours!

In the afternoon the crowd snaked towards the fantastic medieval city of Rocamadour! By the time they returned to the hotel, most were in



urgent need of refreshment and cooling down. This led to the amusing spectacle of several riders jumping straight into the hotel swimming pool – still fully dressed from their long day on the road!

The highlight of Sunday was undoubtedly the meal we had at Domaine de Terre Blanche in St Puy. We feasted on foie gras, serrano and home-made choucroute. The return journey to Cahors was at a gentle pace as some people had put on a bit of weight!

Without a doubt, many will be back next year, and this time, they will pack lighter so they will be able to squeeze in a little more local produce to take home!

BG



Belgian RAT Tour

A Country in a Day

Sixty riders participated in the Belgian RAT Tour hosted by Triumph dealers Mourin & Cie, Ath; Triumph Marche, Marche-en-Famenne; Motorservice Sterckx, Bertem; and BHC, Erveldre.

During the day, the riders were able to discover the different landscapes that constitute Belgium, from the hills of Ath in the Hainaut region, to the Flanders plains via the Belgian Ardennes. In brief a panorama of the most beautiful Belgian countryside in a warm atmosphere and at a stately pace.

The day was punctuated by stops at each of the participating dealers, who welcomed the riders with big smiles and very welcome drinks and snacks, with each rider keen to get his road-book stamped and to start the next leg of the journey.



So, a leisurely 300-mile run, which ended with each participant back at their participating dealer with, of course, this being Belgium, a beer!

Many thanks go to the dealers and the Pack Leader for their help and participation in this event.

BG

Assen Track Day

Grand Prix Experience

What a fantastic day in the north of Holland. Perfect conditions accompanied us at the famous circuit of Assen on June 6. In cooperation with the experienced team of CRT we improved our skills on the demanding curves of Assen. A good turnout of 60 Triumph riders gathered from Holland, Belgium, France England and Germany.

Everyone got the chance to ride in a group of his or her personal riding style and level. Christiane, a Roulette Green TT600 rider, had passed her test only the day before and she stunned all of the riders in her group with her ability!



We hope to return in 2004, but we need high numbers pre-booked to make this feasible. If you fancy the track session of a lifetime contact Ruedger now!

RB

Champagne Run The French Way

This trip was organised and planned by the Cheltenham RAT pack. Pete Harris takes up the story of their magical weekend in France:

My wife and I had attended this raid for the previous two years, and felt this would be an ideal event for members of our local RAT pack, and other countrywide friends, many of whom had expressed an interest in the event continuing. The date was fixed and advertised in December and to our surprise it was sold out, with a substantial waiting list, by March.

Steve Prior met up with five bikes at Reading services at 6am on the Friday morning. Michelle and I were already in France and we met up with this excited group, which had had its numbers swollen at Calais Ferry Port later that morning.

We set off across France to Pierrefonds and the legendary chateau that cannot fail to impress as you enter the village.

By this time we were traveling on twisty D roads, which made progress interesting and was the main talking point over dinner that evening.

Saturday saw an early start over more challenging roads, viewing the magnificent scenery of the whole area. Our first stop of the day was at

RAT view! Overlooking the vineyards.



Direct French wine at Hautvillers.

answered some challenging questions. The winning slips were drawn from a Champagne bucket with plenty of applause and 'jeering'! It was a truly memorable evening with excesses of drinking, singing and dancing on the tables into the early hours.

Sunday arrived, and I had not expected my wife to join in on the return to Calais, but I was pleasantly surprised with the attendance. The route took in more views, smooth tarmac and a final lunch

at Rogier Pierrefonds before returning to Calais.

Steve, Michelle and myself wish to thank everyone who supported the event. The feedback has been so positive that we will run this again, staying for three nights, next year.

Virigy at the Rouger Coulon Champagne House. We were welcomed by Eric and Isabelle Coulon and were treated to an excellent tour around their Champagne house with of course the tasting at the end!

After the Champagne it was off to the Café Hautvillers for an excellent lunch. This village is where Dom Perignon first discovered Champagne. After a traditional two hour lunch, it was back on the bikes and we headed towards Ay through the Moët at Chandon vineyard to one of the highest viewpoints of the region for a photo stop. 35-degree temperatures dictated that an ice-cold beer was the order of the day on return to our accommodation!

The hotel surpassed itself during the evening with the entertainment and food, which seemed to be never ending along with the wine and champagne.

Prizes donated by Bransons, our supporting dealer, and RAT were duly won as people



Raising the glass at Roger Coulon's.

Italian Triumph Day Hot Latin Action

The 6th Triumph Day took place on the weekend of May 31 and June 1, in blazing sunshine, on the Varano racetrack, near Parma in Italy.

During the two days, nearly 400 motorbikes and hundreds of Italian Triumph fans gathered on and around the Maserati circuit.

And what a weekend! The track remained open for the duration of the event, offering even the most hard-bitten sport riders ample opportunity to attack the testing circuit. It's fair to say that all had a fantastic time!

What's more, Triumph sponsored stunt rider Kevin Carmichael, boosted the temperature by several degrees with his amazing show on a Speed Triple! French RAT Co-ordinator Bertrand Goyez was a willing participant

in the show and learnt a couple of new tricks that he has been expressly forbidden to attempt himself when out on the road!

This event continues to grow and is turning into a 'must-do' for an increasing number of riders. The 2004 event is scheduled for the last weekend of May. It's a long way to go – but certainly worth it for the experience!



Bertrand adopting a different pillion position at the Italian Triumph Day.

Upcoming Events

To secure your place on the event, you must pre-book. To enter a UK Raid, send a cheque for the relevant amount, made payable to "RAT" to RAT, PO Box 83, Hinckley, Leics, LE10 3ZP (telephone +44 (0)1455 891515). Please state which event you wish to book for. We are unable to accept credit cards for event booking. If you only want to join the rides there is no charge, just arrive at the start 30 minutes before the departure time.

Unless otherwise stated, for events in France, Belgium and Holland contact Bertrand Goyez, Triumph SA, 19 Bd Georges Bidault, Croissy Beaubourg, 77437 Marne La Vallée, France (telephone +33 16 46 23 83 2; mobile +33 6 80 02 03 93; email goyez@triumph.co.uk).

For events in Germany, Switzerland and Austria, contact Ruediger Buck, Triumph Germany, Otto Hahn Strasse 20, Friedrichsdorf-Koepfern 61381, Germany (telephone +49 6175 933 664; mobile +49 160 883 67 20; email a.ruediger.buck@triumph.co.uk).

Sterling cheques are acceptable. If paying in Sterling, please calculate the correct amount based on the current £ - € conversion rate.

Lakes Raid

September 26 – 28

In common with the rest of the Raids in the UK this year, the 2003 Lakes Raid has sold out!

If you want to join in on the rides please be outside the Riverside Hotel in Kendal for 9.45am on Saturday and 10.15am on Sunday.

The scenic splendour of the Lakes awaits!



As with the party last year, the Cheltenham RAT pack are organising the night and you can be guaranteed a top evening's entertainment.

The doors will open at 7.15pm for pre-dinner drinks and for you to receive your special Triumph Christmas present! We will then sit down and celebrate Christmas early with the meal being served from 8.00pm. To dance the night away into the early hours of the morning, we will have a festive disco. Throughout the evening be prepared for plenty of surprises, prize draws and giveaways!

Tickets for the event are priced at £24 for members and £30 for non-members, which include the evening entertainment, your Christmas meal, Triumph Christmas present and entrance to the competitions. Places at this event are limited and the only way to secure your space is to send a cheque, payable to "RAT" to Simon Carter at Hinckley.

There is extremely limited accommodation available at the Frogmill. They can be contacted on 01242 820547. Our website has further details on other hotels and taxi firms in the near vicinity (www.triumph.co.uk).

Further information about the event is available from Peter Harris and Steve Price of the Cheltenham RAT pack. See Around the Packs for their contact details.

Christmas Party

December 20

Building on the success of last year, we are pleased to announce our return to the welcoming surroundings of the Frogmill, in Gloucestershire, for the 2003 RAT Christmas Party.

Last year we took over the majority of the venue with a quite splendid



North Island Raid - NZ

November 7 – 9

Triumph New Zealand invite you to the North Island Raid. The weekend will start with a BBQ on the Friday evening, prior to transport up to the RatHole pub for an evening of Triumph talk, karaoke, live music and the odd light drop of refreshment!

On Saturday the ride will head over to Anza Motorcycles for lunch with a choice of activities to keep you busy in the afternoon and the evening. On Saturday evening there will be some fabulous prizes to be won. Sunday we will bid farewell to the event and depart in our separate directions for home.

UK Co-ordinator Simon Carter will be attending the Raid, so you will be ample opportunity to talk Triumph and find out whats happening in the factory. For anyone from outside New Zealand who fancies the trip, rentals are available through Auckland Motorcycles & Thunderbike Powersports.

For accommodation and booking details please contact Leigh Beackhaus at Triumph New Zealand on (09) 2700904 or via email on leigh@triumphnz.co.nz.

European Events

Cévennes Raid - France

September 20 – 21

This superb event will begin at the Alès circuit on 20 September at 9am. The aim of the weekend is to explore deep in the Cévennes region and experience its fantastic winding roads.

There will be a run with an organised visit and a rally, and in the evening the party will take place at St Germain de Calberte in the Lozère area. We will finish up back at the Alès circuit on 21 September at 5pm, after a tour through the Tam and Jonte canyons.

The event is priced at €70 which includes breakfast, lunch, dinner and accommodation on the Saturday evening. To book your space on this special weekend send a cheque for €40, payable to MEB to: Hervé Descamps, MEB, Pailhès, 30170 Moublet, France.



Drei-Länder-Raid - Austria

September 25 – 28

Explore with us the little known scenic landscape of southern Austria. Our local Kärnten RAT pack, based in Villach, are working on this tempting trip. With three countries, Austria, Italy and Slovenia touching the area, this will be for most of us a fascinating adventure into an almost unknown region.

This Raid starts on Thursday evening and ends Sunday in the early afternoon. It's priced between €168 and €177 for three nights half board accommodation, depending on your requirements.

Contact Rüdiger at ruediger.buck@triumph.co.uk or +49(0)140 883 67 20 for further information and booking.

Monte Bianco Raid - Italy

September 27 – 28

A loop around Mont Blanc starting from the classy Italian ski resort of Courmayeur in the schedule for this first full RAT Raid organised in Italy.

Being Italian, fantastic food, incredible scenery, brilliant roads and an unforgettable ambience are guaranteed. Alessandra Gasperini has all the information at rat@numerotre.it (+39 02 934 5451).

Black Forest Raid - Germany

October 2 – 5

Join us for a late season continental ride in the south of Germany!

Bookings for the Black Forest Raid are pouring in and it's not a surprise! Those who have been before are keen to return – as ever a sure sign of a quality event.

The approved mixture of excellent riding in the Black Forest and the French Vosges combined with a reasonable amount of sightseeing; a visit to the luxurious Baden-Baden spa and some delicious Black Forest cream cake is the secret of this event's ongoing success.

Costs are €180 (£120) per person for three nights half board accommodation in a single or double room and €200 (£133.50) in a suite. A unique event souvenir t-shirt is included.

For further information and bookings please contact Rüdiger.

Monaco Raid - France

October 11 - 12

Does a four-star hotel, gastronomic restaurant and a mountain inn tempt you? Then why not join us on the French Riviera for our annual Monaco Raid - which this year includes an excursion into Italy!

We start on Friday at the superb Hotel Napoleon on the sea-front at Menton. After a brief tour of Menton on Saturday we are off to Italy, climbing up to 2250m via the Tende pass, Borgo San Dalmazzo, and the Lombarda pass.

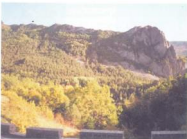
In the evening, we will dine in the prestigious Mirazur restaurant. This was a highlight of last year's raid, with inspiring views and a wonderfully warm welcome.

On Sunday, we will visit Monaco for a souvenir photo in front of the famous Casard. The Monaco Motorcycle Club will also pay us a visit in honour of our friend Claude Beyglou.

Heading inland, we will finish the event with lunch in yet another restaurant with superb panoramic views.

The event is priced at €165 per person and includes two nights B&B in a double room and three other meals which will, of course, be a showcase of the local gastronomy! If you want to come for just one night its priced at €125 per person for one night B&B and three meals.

Be quick to reserve your space with Bertrand as this event will sell out!



Special Events for 2004

Mistral Run - France

May 15

Are you ready for this? Last Spring 30 members rode from the south of France to Belgium in a day - without using motorways. This time we're doing it in the opposite direction! It's not a race and there's no time schedule, but it is a real test of endurance - an event for experienced tourers.



Starting from Ath in southern Belgium, we will head south through eastern France, visiting Verdun, Dijon and Besunon, before climbing the twists and turns of the Massif Central to call at St Etienne, Le Puy and Mende.

Heading through the wonderful Cevennes hills at the sun goes down, we will reach the finish at Nîmes where the strong local RAT pack will guarantee a warm welcome.

Not for the faint-hearted or the tender of posterior, but places are limited and most who took part last year want to do it again, so don't delay if you want to get your name on the starting list.

Entry costs € 102 and includes dinner and accommodation in Ath on the Friday night, overnight for Saturday's marathon ride, dinner and accommodation and Sunday lunch in Nîmes. There be a prize draw and prize giving during lunch to close the event.

Considering the length and difficulty of the ride, passengers are not forbidden, but they are not recommended.

For more information or to reserve a place, contact Hervé Descamps at hervé.hdp@wanadoo.fr; +33 (0)4.66.85.42.96.

Tour of France

June 20-26

Something special. More than a Raid, but not a package tour. This week-long circuit takes in some of the highlights of France, with the emphasis on gentle tourism and sharing local culture and cuisine rather than long hours in the saddle. Perfect for a short Summer holiday.

Leaving Paris, the route takes us east to the fortress city of Metz, then south into the shadow of the Alps at Aix-les-Bains. Tuesday takes us to Cannes and the Mediterranean. Next stop is the ancient Roman city of Nîmes, then on to Toulouse.

The final stop is at Issoire near Clermont Ferrand in the Massif Central where we are scheduled to meet up with the first French national RAT event (more info on that in the Winter edition of Torque).

The cost of the tour is just €600 per person, including bed, breakfast and evening meal each day and road books. Numbers will be limited.

For more information or to reserve a place, contact Hervé Descamps at hervé.hdp@wanadoo.fr; +33 (0)4.66.85.42.96.



Moroccan Adventure

April 26 - May 8

If your appetite has been whetted by Michel Pain's account of his Moroccan trip in this edition of Torque, now's the chance to taste North Africa for yourself.

Respected RAT raid organiser Hervé Descamps is hosting this adventure for those who enjoy something out of the ordinary.

Running from April 26 to May 8, we will cross to Africa from France and submerge ourselves in another culture. Then full programme will be confirmed in the Winter edition of Torque following a reconnaissance trip later in the year, but places will be limited and will cost in the region of € 1070 per person, including ferry crossings and accommodation.

As you can see from Michel's report, all Triumphs will be suitable for



the event, although we think Tiger owners will be particularly well catered for!

For more information or to reserve a place, contact Hervé at hervé.hdp@wanadoo.fr; +33 (0)4.66.85.42.96.

RAT Tours

'RAT Tours' are a new concept in the range of events offered by RAT. Longer than Raids and with fewer participants, they are designed to offer members a special 'once in a lifetime' holiday experience.

Each one will be organised in partnership with a specialist motorcycle tour operator and will include the support of an experienced guide and back-up team as well as the best roads, typical hotels and superb food. Most will also offer the possibility of hiring a Triumph.

Each tour will be accompanied by a member of the RAT staff and will be open to RAT members only.

To start the ball rolling we are offering two superb trips in 2004 – The 'Canadian Rockies Tour' in June and the 'Olympian Tour' in Greece in September. If these are a success we will expand the programme in future seasons.

All enquiries and bookings should be directed to our organising partner.

Canadian Rockies Tour

May 30-June 7



Set against the breathtaking Rocky Mountains, this week-long trip takes in Whistler, Banff and Nelson and culminates in a get-together with local RAT members.

First class hotels, superb food and amazing mountain roads are guaranteed to make this an unforgettable holiday.

The price also includes the hire of a Triumph motorcycle and there will be the chance to ride more than one model.

The trip is being organised in conjunction with Rocky Mountain Motorcycle Holidays. Owner Mike Cieban has a close relationship with Triumph and RAT and is certain to

put on a special welcome for members taking part.

The programme:

- May 30 Arrive in Whistler
- Day 2 Ride to Sun Peaks
- Day 3 Ride to Revelstoke
- Day 4 Ride to Banff
- Day 5 Ride to Fairmont Hot Springs
- Day 6 Ride to Nelson
- Day 7 Free day in Nelson (alternative three-hour ride)
- Day 8 Ride to Kelowna
- Day 9 Ride to Whistler

● The cost is \$CDN 4250 per rider, \$CDN 1600 per passenger. This includes hotels, meals, bike rental and insurance, chase truck with spare bikes, guides, transfers from Vancouver and holiday handbook. For more information contact Mike Cieban at mike@rockymtrntrips.com



Olympian Tour, Greece

September 4-12

Classic Grecian sites such as Athens, the Corinth Canal, Marathon, Sparta and the Temple of Apollo are the background to this amazing eight day adventure.

On arrival in Athens you will transfer to a first class hotel near the

Acropolis, where you will spend the night and collect your hired Triumph (special arrangements can be made if you prefer to use your own bike).

We then head south, across the Corinth Canal into the Peloponnese peninsula where ancient Epidaurus and Nauplion castle are on the route. Mythical names and wonderful views then come one after the other in a continuous week-long odyssey organised for us by Triumph

Bike Tours' British owner Deborah Stagnakis.

The programme:

September 4 Arrival in Athens

Day 2 Corinth Canal, Epidaurus, Nauplion Castle, Astros

- Day 3 Pakti Leonidio, Eleonas Monastery, Monemvasia
- Day 4 Monemvasia-Kyprissi-Monemvasia
- Day 5 Mistras (Sparta), Temple of Apollo, Olympia
- Day 6 Patras, ferry to the mainland, Messolonghi, Arta, Ioannina
- Day 7 Mikri Gorge, Messora
- Day 8 The Pelion, Gita, Evia, Rhodes
- Day 9 South Evia, ferry to Agia Marina, Marathon.

Departures can be on the evening of day 9 (Sunday September 12) or arrangements can be made to extend your stay either before or after the tour.

The cost is € 1800 per couple sharing a bike, including: Triumph hire, insurance, excellent bed and breakfast accommodation, lead rider and a chase van to carry luggage. Please note that this does not include travel to and from Athens.

● For bookings or more information see www.triumphbiketours.com or contact Deb at tritors@otenet.gr, +30 229 409 4905.



Around the Packs

Abergele – Woods Motorcycles

North Wales has now got a RAT pack! The Woods of Abergele pack launch on September 14 with a run to Aberystwyth. The man driving the pack is Mike Ashton, and he is up for the challenge! Woods is one of the longest serving Triumph dealers, having been with us since 1992. The shop has already requested the 200,000th bike off the production line at Triumph, which they plan to ride around the world!

A little closer to home, there are two runs organised for this year:

14 September: Aberystwyth.

26th October: Return to Ironbridge.

All runs start at the shop in Abergele at 10am unless otherwise stated.

If you require more information about the run please contact Mike on 01286 873 652 or via email at mikasho@oneel.net.uk or alternatively contact Andrew or Ailie in the shop on 01745 822922 or via email at ras@woodsmotorcycles.co.uk.



Mike Ashton – Abergele RAT.

Blackpool – Fylde Superbikes

The pack continues with its regular pack night on the last Wednesday of each month at the Royal Oak in Whittle Le Woods. The meeting attracts upwards of 15 riders and is growing in popularity – come and find out why! Fylde Superbikes will be opening their new Triumph store on Corporation Street Preston in September. For more details visit the Fylde Superbikes web site.

Pack Leader David Price has the following events coming up over the next couple of months.

21 September: Rossendale Valley bike show / Hawes & Settle. 10am

24 September: RAT meet at the 'Royal Oak', Whittle Le Woods Chorley from 7.30pm onwards.

19 October: Oily Johnnies - Ride and meet.

29 October: RAT meet at the 'Royal Oak', Whittle Le Woods Chorley from 7.30pm onwards.

23 November: International Motorcycle Show at the NEC Birmingham.

26 November: RAT meet at the 'Royal Oak', Whittle Le Woods Chorley from 7.30pm onwards.

December: 'Slashed RAT' Xmas bash. Date & venue TBA.

30 December: RAT meet at the 'Royal Oak', Whittle Le Woods Chorley from 7.30pm onwards.

11 January: International Motorsport Show at the NEC Birmingham.

David can be contacted on 07713 503354 or drop him an email at fylde_rat_935@yahoo.co.uk. Mark Cottam is the contact at Fylde and he can be reached on 01253 298833, or you can check out the shops website at www.fylde superbikes.co.uk.

Cardiff – Bevans

The shop hopes to launch its pack in 2004. The contact is Chris Reece. Give him a call on 02920 327477 if you want to become involved with the pack.

Canterbury – Robinsons

Twenty-six bikes headed off into Derbyshire for a weekend in August. Pack regular Martin Purnell had put together an outstanding weekend that took in all the usual places along with a few surprises that were new to most of the attendees.

Robinsons are one of the most organised and active packs in the UK and there is something on every month to keep you busy and out on the bike!

14 September: Duxford

14 October: Club meeting.

19 October: Hermonious.

11 November: Club meeting.

7 December: Club meeting.

13 December: Christmas Dinner.

The pack meets on the second Tuesday of each month at The Four Horseshoes pub in Graveney. Contact Mike Robinson in the shop on 01227 766267, or Pack Leader Alan Gilling on 07740 472612.

Alternatively, check out their superb website at www.robinsonsrats.co.uk.

Cheltenham – Bransons

After the unqualified success of the Champagne Run, Pete Harris and Steve Prior turn their attention to the remaining events left in their 2003 calendar. The Champagne Run was sold out months in advance, and it is likely that this run will be repeated in 2004, but this time for over three days. Keep your eyes open and book early!

14 September: BBQ Run. £5 per person to be paid on the day.

19 October: The Big Pit Run. Leaves Bransons at 10.30am. The shop will be open at 9.30am for refreshments!

20 December: RAT

Xmas Party II. Its back at the Frogmill. Details elsewhere in Torque.

Rides leave from the Frogmill Inn at Shipton at 10.30 am unless other stated. The Frogmill can be found at the junction of the A436 and A40. Email Steve on stephenprior@aol.com or telephone him on 07802 447478. Pete can be contacted on 07973 686455 or via email on michelle.harris@job_center_gsi.gov.uk.



RAT in Boots! Steve Prior relaxing in France.

Cheshire – Bill Smith Motors

A steady season of strong events has promoted this fledgling pack into a force to be reckoned with! There have been trips to Superbike rounds, and some real adventures through North Wales. There's likely to be more for you to take part in next year. Keep checking our website for the latest run details.

Pack Leader Peter Dimblad can be reached on 07974 145554 or via email at cheshirezpack@yahoo.co.uk. Mark Smith at Bill Smith's can also update you with any news on the pack and he can be contacted in the shop on 01244 320685.



Cheshire RATs riding to go.

Chippenhams – Taylor Racing

After a successful forage into Northern France in June, the Taylor Racing pack are busy planning a group trip to the Black Forest Raid.

The plan is to travel over late on Thursday October 1 and stay in Calais prior to riding down to Bad Peterstal. The group will leave the Black Forest on Sunday October 4 in the afternoon and then return via Metz. 1-4 October: Group trip to the Black Forest Raid.

If you want to join in on the trip or meet up on route contact pack leader Pete Clarke on 07974 991159, or via email at PETER.CLARKE.4275204@bt.com or via email at PETER.CLARKE.4275204@bt.com

Clay Cross – Clay Cross Powersports

The Clay Cross RAT pack is back after a brief absence. New pack leader Geoff Wood (left) is the man entrusted with the responsibility.



"I enjoy riding with a group and I am fed up of riding on my own," he said while planning the pack's first ride. UK RATs will be able to join in with the ride so come along and say hello!

12 October: The Phoenix Run. Leaving the shop at 10am.

For more information contact Geoff on 01633 409384 or contact Ian duty in the shop 01246 250128

Croydon – Carl Rosner

A damp start to the day on the 'Up Periscope Tour', did not deter too many and those that came benefited later in the morning as the weather improved.

Two groups made their way down through a mixture of A and B roads. The Submarine Museum was excellent and many a jam was told on tour! Those taller than 5ft 6" were wise to keep their helmets on! It was an excellent day, and full marks to Neil Freeman who organised the run.

For the rest of the season the pack will continue with their regular monthly meetings. In addition there is a special IAM day that has been

organised by the shop. No matter how good you are, you can always benefit from a little extra knowledge.

21 September: IAM Day. To confirm your attendance contact Dave Parker or Carl Rosner.

The pack meets at the Barley How public house Tandridge Lane near Oxid every third Wednesday of the month. See the notice board at Rosners, visit the Carl Rosner or Triumph web site, or call Dave Parker on 01732 364776 or email dandr@mac63.mocw.reserve.co.uk for further ride and pack information.



Survivors of the Up Periscope Tour.

Dudley – Black Country Motorcycles

Black Country Motorcycles RAT are go! The shop has enjoyed strong sales in its first six months and has now appointed Gary Price as their Pack Leader.

Gary's first contact with John Rose of Black Country was when he put the lights into their hire showroom, and he is looking forward to the challenge. "I am looking forward to sharing this interest with like minded others."

The pack will be joining the Action Motorcycles Pack for their run to Swallow Falls in September and there will be a season of ride-outs now on:

28 September: Swallow Falls with Action. Contact Gary for start times. You can reach Gary on 07768 836533 or email him at Gary955@bt.com. Alternatively you can contact John in the shop on 0121 532 2525.



Gary Price picking up the keys to his new Tiger from John Rose.

Edinburgh – Two Wheels

There is still time left to get out on the road with Two Wheels this season. You are guaranteed the best roads in the UK, in Scotland and a trip out with Two Wheels is thoroughly recommended!

28 September: Ghersee Run.

12 October: Borders Run.

16 November: Provisional trip to the NEC.

All rides leave the shop at 10.30am. Nail can be reached at Two Wheels on 0131 668 4775, or if you are in the area drop in for a coffee and a chat. Alternatively, check out www.twowheels.co.uk.

Exeter – Bridge Motorcycles

The Bridge Motorcycles pack continues with its busy season.

The pack were stopped during a routine road block on their run to Lymouth in June. Pack Leader Tony Parsons was stopped first and all fifteen bikes behind him pulled in as well – much to the amusement of the Devon constabulary!

Events left for 2003:

7 October: Pack ride out & monthly meeting.

4 November: Pack meeting.

2 December: Pack meeting.

The pack meetings take place at the Blue Ball Inn in Sifford. For the

latest information about the packs runs please contact Tony on 01395 579659 or e-mail tony.parsons54@btinternet.com. Alternatively contact Paul at Bridge motorcycles on 01392 260200.

Essex – Ongar Motorcycles

Due to Nick Westcott spending more time in France, Tony Osborne has been busy steering this pack from the front and has been responsible for several well attended runs, most notably down to Brighton.

There is one final opportunity to join the Ongar gang this year:

September 7: Thetford Forest & the Fens: Meet at 10.00am at Tesco in Great Dunmow.

Nick can be contacted on 07801 594985 or on email at vethealth@bopenworld.com for more details relating to the runs.

Fareham – Rafferty Newman

The Rafferty Newman pack had grown from strength to strength during the year and now has a large core of regular riders turning up.

The pack repeated its successful charity Samaritan Run earlier this year. Pack Leader Colin Ewart is pictured handing over a cheque to the Mayor of Basingstoke where the Samaritan's head office is based.

The final pack run this year is to the ever popular Ace Cafe Reunion at Brighton.

14 September: Brighton Ace Cafe Run.

Further details can be obtained from Chris Linney at Rafferty Newman on 01329 232424 or Colin on 01753 286974. Colin can also be reached via email at cardsewart@yahoo.co.uk.



Major bills all Rafferty RATs handing over the cheques at the Samaritan Run.

Flitwick – Flitwick Motorcycles

A busy and highly enjoyable year for Flitwick RAT. Pack Leader Stefan Cook has led and organised a season of enjoyable and original runs.



Do the Pull in Poole!

Closer to the date of the run, exact details of the ride location will be announced. In July the pack went on the 'Pull to Poole' although no-one actually pulled they had a great day trying! Remaining events for the rest of 2003 include:

22 September: Pub night at the Wagon & Horses. 8pm onwards.

28 September: Ride out. Be at the shop for 9am.

20 October: Pub night at the Wagon & Horses. 8pm onwards.

26 October: Ride out. Be at the shop for 9am.

24 November: Pub night at the Wagon & Horses. 8pm onwards.

30 November: Ride out. Be at the shop for 9am.

Contact Stefan via email at flitwickrats@hotmail.com. Alternatively contact Carol in the shop on 01525 712197, or check out the shops website www.flitwickmotorcycles.co.uk.

Haverford West – Garland & Griffiths

Over 20 people attended the pack's first run in May – a fantastic achievement for their first ride. The group navigated the beautiful county of Pembrokeshire, finishing off with a pub lunch.

Pack Leader Keith Maguire, will have more events next year and he can be contacted at RAT garlandandgriffiths.co.uk. Alternatively, you can contact Dai in the shop on 01637 768434 or check out the notice boards at Garland and Griffiths.

Hastings – JS Gedge

Ten bikes made it to the Ace Cafe in June at the Ace Cafe Triumph day, which co-incided with Fathers Day, so for many in the pack there was a difficult decision to make!

The Gedge pack will be riding into the Ace Cafe Reunion down at Brighton on 14

September, and the regular pack meetings which take place on the last Tuesday of our month will continue at the Kings Head public house.

14 September: Ace Cafe

Reunion. Brighton bombers!

30 September: Pack meeting

at the Kings Head.

All rides start from Boshop

(Hastings) services on the A22 at

10.00am unless otherwise stated.

For the latest pack updates keep in touch with Nigel and Katie on 01323 768278 or via email at rszpack@triplemayham.mitel.co.uk.

Hinckley – Windy Corner

Windy Corner pack are amongst the most active packs in the country.

Pack leader Mike Coleman survived the wet at Cadwell and is now busy arranging a Triumph only group at a track day at Donington Park in September. Contact Mike urgently for dates and prices.

17 September: Evening ride out. 7.30pm.

26 - 28 September: Lakes Raid.

1 October: Pack night at MIRA. 7.30pm onwards.

5 November: Pack night at MIRA. 7.30pm onwards.

Contact Mike on 0775 2249535, or drop him an email at mc_coleman@yahoo.com. Alternatively speak to Roger Winterburn at Windy Corner on 01455 842922.



Pack regular Jerry Wallis is on riding at Rockingham!

Haslemere – Haslemere Motorcycles

The pack has had three official RAT ride-outs and few unofficial ones, with growing numbers attending. The pack has a new venue for the club night, at the 'Inn on the Green' in Haslemere. Pack meetings start at 8pm on the first Tuesday of each month. There is still plenty to keep you busy with this pack for the rest of the year.

14 September: Autumn Magical Mystery Tour: Leaving the shop at 10am.

7 October: Club night at 'The Inn on the Green' Haslemere.

19 October: Box Hill and Bury Hill bike meets leaving the shop at 10am.

4 November: Club night at 'The Inn on the Green'.

2 December: Club night at 'The Inn on the Green'.

Rod can be contacted at 02392 669965 or at indianers@aol.com. Alternatively, you can contact Mike in the shop on 01428 651580.



Haslemere RATs.

Leeds – Eddy's Motorcycles

The long run up to the Scottish borders attracted an impressive turnout of 18 bikes. In addition the regular monthly meeting, which is held at the shop on the first Thursday of the month, continues to attract upwards of 15 people.

Joint pack leader Chris Godward is positive about the pack. "Reviewing the first couple of months he said: "I'm enjoying running the pack. Bikes are there to be used and I enjoy riding! I love doing this type of thing and hopefully other people will get far out of it as well."

In addition, Darby Moleman ran a superb weekend in July. A large turnout from all over the country gathered to take in the incredible spectre of a working Lancaster Bomber. There are two more opportunities to ride with Eddy's this season.

21 September: Rosendale.

29 September: Lakes Run, Join the Lakes Raid.

Contact Paul Armer on 07740 627388, Chris Godward on 07976 569172, Darryn on 01302 700618 or Dougie in the shop on 0113 245 4154.

Lincoln – Webbs of Lincoln

They are back! The Webbs pack is now in the capable hands of TS95 rider Phil Read, Phil has attended several national events in 2003 and has caught the Triumph bug! "It would have to be an absolutely outstanding Japanese bike for me to go away from Triumph" he commented drying off during track sessions at RAT at the Track.

The pack will be doing a run to the Lakes Raid in September, with a full schedule planned for 2004. Further details will be available in Torque 30 in December.



Phil and Angela Read flanked by YalFets stars at Ironbridge.

September 26: Trip to the Lakes Raid. Contact Phil for meeting points and departure times.

For regular updates on the pack and for details on planned ride outs and events, contact Phil on philread595@yahoo.co.uk or telephone him at 07790 556127, or check out the club's website at www.knitstarsandknitknitters.co.uk/rat.

London – Boyer Racing

There are several continental trips left to enjoy with the Boyer Racing pack during the remainder of 2003. Pack leader Colin Pawitt is especially looking forward to the Christmas Market trip in December to Bruges.

The trip will leave on Saturday morning and return Sunday afternoon. There is more to see than the world-renowned Christmas market. There will be an optional chill out trip to an ice statue display. Colin commented: "Yes it's probably going to be cold, but plenty of chips and mayonnaise plus strong beer should keep the chills away!"

13 – 14 September: Piarrolands Run, France.

2 – 5 October: Black Forest Raid, Germany.

11 – 12 December: Bruges, Belgium, for the Xmas Market.

In addition, Colin is setting up a 2004 Flanders Run at the end of May. Leaving on Saturday morning there will be a choice of routes to the Motorcycle Lift. On Sunday the run will be a treated hurtle through Holland and the ride back on Monday will be a gentle saunter back to Coln. More details in Torque 32 in December.

For further information about any of the Boyers runs contact Bill at in the shop on 0208 854 8133 or Colin on 07971 590193.

London – Jack Lilley

The pack continue to meet on the first Wednesday of each month at the Bleak House pub on the A320 at Woking from 8.30pm onwards. Contact Pack Leader Robin Johnson in the shop on 01932 224574 for all the latest information.

Maidstone – Laguna Motorcycles

After an unfortunate incident with a car in France, pack leader Nick Hamilton has been laid off the bike for a period but he is keen to return in 2004. Keep checking www.triumph.co.uk for the latest news.

Nick can be emailed at nickhamilton1@compuserve.com or contacted on 01795 538018. Alternatively you can contact Andy Pierce in the shop on 01622 681765.

Northampton – Proride Motorcycles

New Northampton dealer Proride Triumph is now open! The magnificent showroom opened in July after a four-month refit.

The shop has dedicated sales, clothing, parts, accessories and café area and features an open plan service bay complete with its own web cam so you can monitor the progress of your bike service online! Proride boss Andrew Snow and his team of seven are confident of what they can offer. Reflecting after a busy first month Andrew said, "We aim to give existing and new 'Triumph' Customers the service they deserve."



Ian and Andrew with the shops Yamaha replica demonstrator.

The shop has taken into the Northampton RAT pack and there are big plans for 2004. Pack leader Ian Harris commented: "We've got the best shop in the country supporting us – now I want to make this the best RAT pack in the country." There are plans for an open night later in the year. Keep checking the Proride website and its dedicated RAT pages for all the latest information.

Ian can be reached via email at northnrat@btinternet.com or on 0777 393 5691. Andrew can be contacted in the shop on 01604 632411. The shop's website is www.proridetriumph.co.uk.

Northern Ireland – Phillip McCallen Motorcycles

Our first Irish pack have enjoyed a successful season, with several well-attended runs. A small contingent crossed the water to attend the Summer Party at Ironbridge, and 16 bikes made the trip to the recent Mondello Superbike round to cheer on the **Wal*Moto.com**.

"It was a great day – everyone really enjoyed themselves" commented pack leader John Marks. There are plans for a technical evening during the winter and John is already planning the 2004 season!

For further information about pack plans and events, please contact John on 0798 9994009 or drop him an email at jmrts600@breeze.com. Phillip can be contacted in the shop on 028 3832 9999.

Oxford – Hughenden M40 Motorcycles

Welcome to Hughenden's new pack leader Anna Parsons. Anna led from the front for our photograph dressing up as Penelope Pitstop to match her Nuclear Red Speed Triple! The team from the shop, also pictured, were unwilling to dress up as the Ant Hill Mob – shame on them!

As you can guess, this is going to be a lively fun-filled pack and if you enjoy your laughs as much as you enjoy riding your bike, this is the pack to head out with! There are ride-outs planned to take the pack into winter and there will be a regular monthly pack night to come along to.

- 25 September: Pack night at the Three Pigeons.
- 28 September: Right Royal Ranspage to Windsor.
- 30 October: Pack night at the Three Pigeons.



Anna and the Hughenden M40 Mob.

For further details contact Anna at hughendenn40rat@ratworld.com or call 02974 641870.

Redditch – Action Motorcycles

The pack has just returned from the Motorcycle Loft hotel in Belgium. Pack Leader Alan Barlow reflecting on the trip said, "The weekend was great, the food was very good and the atmosphere was excellent!" Sounds like a good weekend to us Alan.

In the meantime, whilst the pack were enjoying themselves, Action boss Steve Taylor was experiencing life as a sidecar passenger with Steve Webster. The last time Steve had a ride in a chair was in 1975 and it was a present 450 Triumph.

Looking back at the experience Steve said: "There was such a difference between my last ride as a passenger, both in terms of speed, acceleration and my lack of fitness! I managed to do two laps and that was enough. I felt like I had done a two hour gym session the way my muscles ached afterwards!"

Action continues with several rides for the rest of the year.

- 17 September: Pack night.
 - 28 September: Swallow Falls ride.
 - 15 October: Pack night.
 - 19 October: Cross Gales Run. Leaving Aoda at Bromsgrove at 9.15am.
 - 19 November: Pack night.
 - 17 December: Pack night.
- Contact Alan on 0121 608 4525 or email him on e.barlow@blueyonder.co.uk. Steve can also update you with details on ride outs. Contact him at Action Motorcycles on 01527 518833.



Hold on! If you look closely you can see the fear in his eyes!

Sutton Coldfield – Pole Position

The 'I Am Not a Number' run to Portmeirion generated huge interest in May, with a good turn out boosted by a contingent from Wally Corney. Hard as we tried, we did not see No2 or even the Prisoner himself, but we did have an absolutely blinding run there and back!

Pack leader David Thomas has one more expedition left for this year which if you are quick you will just be in time for.



Prisoner hunters leaving Pale Position.

13 – 14 September: Bas Bas weekend. Visit to the Black Sheep Brewery. Contact David ASAP!

The pack holds regular evening meetings on the second and fourth Thursday of each month at the Bassets Pale Pub in Sutton Coldfield from 7.45pm onwards. David can be reached on 0121 378 5483. Terry in the shop can also update you with pack news and he can be reached on 0121 323 3523.

Taunton – Taylors Motorcycles

Eight bikes made it on the Charlie Dinwiddie run to St Austell in July. The run ended up in Plymouth on the Hoe for a coffee. At this point the heavens opened leaving Pack Leader Colin Rutter to comment on the excellent quality of Triumphs waterproofs!

There are plans for a Christmas party. Come along to the pack's regular monthly meeting, on the first Thursday of the month at the Gardeners Arms in Taunton at 7.30pm to find out more!

21 Sept: Motorcycle Museum, 9.30am.

19 Oct: Mid Somerset Run. Can you go down fish & chips at the bottom of Cheddar? 11.00am.

All rides leave from the Willowbrook Cafe on the A38 near Wellington at the time advertised. Contact Colin at Taylors 01823 282321, or check out the notice board in the shop for more details.



Egg & spoon race at Chesil Beach.

Telford – Wylie and Holland

After the success of the "Shropshire Lad" tour after the Ironbridge party, the Wylie and Holland pack have returned to their domestic calendar. Each member in the pack takes a turn at organising a run, and there is bound to be somewhere exciting to visit on the remaining runs this year.

21 Sept: TBA.

7 October: Monthly meeting at the gate at Bratton at 7.45pm.

19 October: TBA. Contact Richard for the latest update.

The pack has an excellent web site that is regularly updated with the latest information and pack news.

Look at <http://www.wyleandhollandrac.co.uk>. Alternatively, Richard Stillwell can be emailed at richstillwell@aol.com.

Tring – On Yer Triumph

The pack meets on the second Monday of each month, at the Coach & Horses in Newgate Street Village in Hertfordshire.

At this meeting they large plans for where the run will go the following Sunday, so that everyone can have their say on where they would like to visit. To cater for those who like to fill up before a run, the packs ride outs always start at the Little Chef at 10.00am at The Noke, Chiswell Green, which is north on A405 from M25 J21A.

8 September: Pack meeting.

14 September: Pack ride.

13 October: Pack meeting.

19 October: Pack ride.

10 November: Pack meeting.

16 November: Pack ride.

For further information contact Pack Leader John Ponting via email at jrponting@bigchef.com or call him on 01727 335192. Alternatively contact Brian Cowell on 01727 872654.

Wigan – Orrell Motorcycles

Richard Morgan continues in his role as the pack leader at Orrell motorcycles. He can be contacted on 078760 10395 for ride details.

Wimborne – Three Cross

The 3X pack enjoyed a busy May with a trip to France and then they had the pleasure of hosting the Dorset Raid at the end of the month. There are plans for a long haul continental trip to the Spanish side of the Pyrenees in October. Register your interest with pack leader Nigel Baker ASAP if you want to join in – as these trips sell up very quickly!

14 September: Hampshire Bash – are there any bad roads out there?

1 – 8 October: Spanish Pyrenees trip.

19 October: Weston Super Mare Beach Race. Meet at the Little Chef in Staplebury at 10am.

Nigel can be contacted on 01256 830091, or via email on nigelmbaker@aol.com. Alternatively you can check out the packs web site at www.3xrat.co.uk.



Champagne Line up! France 2003

Please confirm details with the organisers before travelling.

Around the World

Australia

Triumphs on the Mountain

October 31 – November 2

Time is running out now for your booking for the 2003 Triumph Rally! Based at Bathurst NSW, our base camp is the Mount Panorama motor racing circuit. During the weekend there will be demo rides, competitions, ride outs, gala dinners, a factory talk by UK RAT Coordinator Simon Carter and a party to really let your hair down at during Saturday evening!

Spaces at this event are already at a premium so to guarantee your attendance act NOW!

Priced at \$75 for the weekend for adults and \$35 for children under 14, your entrance fee includes entrance to the national



Bathurst Rallying – don't miss it!

Motor Racing Museum, rally T-shirt, badge, three-course dinner on Saturday evening and all entertainment. RAT members enjoy a discount of \$10 off the entry fee.

There is a range of accommodation to suit all. Contact the visitor information center at Bathurst on (02) 6332 1444 or visit their website www.bathurst.nsw.gov.au.

For further information about the event and to book your places, contact Triumph Australia on (03) 9381 9744, or email info@triumphmotorcycles.com.au quoting Triumph Rally.

Adelaide – Peter Stevens Motorcycles

Rob Bagg is the contact and can be reached at 08 8212 7494 for more information.

Albury – Whitehouse Motorcycles

Pack leader is Iwan Rigby and you can call him on 02 6821 7585.

Bathurst – Bikers Motorcycles

The local pack is looking forward to 'Triumphs on the Mountain' visiting Bathurst. The pack will be there in numbers and will undoubtedly be competing for the best RAT pack award.

Contact Pack leader Barry Board to find out just what he is scheming! He can be reached via email at bikers@ktp.com.au or on 02 6334 2244.

Brisbane – Brisbane Triumph

Brisbane Triumph has recently launched their RAT pack. John Anthony is the man to contact for all of the RAT information, and he can be reached in the shop on 07 3800 7850.

Canberra – EuroTune Cycles

Peter Brassington is the man in charge for this active pack and he can be reached on 0413 050 151, or via email at brassington@ozemail.com.au.

Dandenong – Peter Stevens Motorcycles

David Owen continues in his role as Pack Leader and recently organised a successful run to Apollo Bay. Ten Triumphs made the trip, with the group enjoying the riding that much that the traditional late dash for the ferry resulted in half of the group being left behind on the island.

There is a calendar of regular monthly runs, and for the very latest pack news and ride information please contact David on (03) 9791 7722 for all of the latest information and pack news.

Geelong – Procycle

Contact Craig on 03 5223 2732 for the very latest pack news, gossip and plans.

Melbourne – Peter Stevens Motorcycles

For regular pack updates and the latest news please contact Pack Leader Maurice at Peter Stevens on 03 9662 5833.

West Gosford – Ric Andrews Motorcycles

Peter Regan carries on with his role, and had 18 bikes turn up for his seventh RAT run on 6 July.

The group took some new roads over to Merriwa, enjoyed lunch, and then dashed home before dark to avoid any mad kangaroo! By the end of the day Pete had covered 500kms although Warren from Sydney put



Ric Andrews out and about.

up an highly impressive total of 700km for the day!

31 October - 1 November: Triumph Rally at Bathurst NSW

Dec 7: RAT Mystery ride.

6 - 8 February: Goulburn Blues Festival. Ring the visitors centre for accommodation information 1800 352646.

7 - 8 March: Triumph Rally in Tasmania!

Check out the club's website at <http://groups.yahoo.com/group/ratpack> or contact Peter on triple@telstra.com.au for the latest information.

Wickham – John Brisson Motorcycles

The pack took part jointly with Ric Andrews Motorcycles on the Merriwa run and there are plans for more joint rides with this pack. Pack leader Craig Ireland can be contacted on 02 4982 9475 AH for more information.

Portugal

Our fledgling RAT pack in Oporto has been busy again, and dealer Armando Costa organised this recent day out.

The purpose of the ride was to visit two remote



Rappy memories of riding in Portugal.

villages in northeast Portugal with the intention of giving the very few children there some T-shirts and caps. The weather was perfect, lunch on the way was delicious and the company event better!

Mary thanks to RAT members Jones and Helena Borges for the information and the picture!

Belgium

Ath - Mourin & Cie

There is one last run to tempt you this year, organised by this busy pack.

14 September: Hainaut Run. A run in the heart of 'Pays des Collines'

Further information can be obtained through Christian Mourin +32 (66) 28 15 12 or rat.rigole.ath@skynet.be.

Ertvelde - BMC

Sixteen members took part in the run to Triumph Day at the Ace Cafe. Luckily they were blessed with terrific weather as temperatures soared to 30 degrees. They got to Calais for 7am and finally got back to Belgium at midnight! A long day on the road, with the pack racking up 450km but it was definitely worth it.

28 September: Autumn Run.

Pack Leader Marc Maes can be reached at 03/644 39 59 or via email at marc.maes@belgacom.net.

Finland

Speed Bikes Helsinki

The RAT pack of our Finnish friends spent the weekend of 13-15 June at the nationwide bike meeting *Britcirca*. Nearly 15 pack members and overall about 50 Hie-kley Triumphs joined this unique meeting in the far north of the continent.

Fourteen riders used the opportunity for a ride-out to nearby dealer Moto-Seinäjoki where they enjoyed test rides, cold drinks and blacked out some tempting offers in the shop. With the help of several other dealers the pack held a good raffle and managed to recruit some new members for RAT as well. If you're planning a trip to Scandinavia why not schedule it in for the next year? It will be again the mid June weekend. Details can be obtained from Pack Leader Pentti Gulstén at +358407364534 or at: rat@guilken.com.

Regular meetings are held at Kälviälä Rosta, between main roads 3 and 130, 40 kms north of Helsinki, with winter meetings held at Shell Esola-Haaga Vidintie 21, near the roundabout on the first Tuesday of each month.



South Africa

Advanced riding school, Zwartkops Raceway Pretoria

A crisp highveld morning, a low of three with a predicted high of 19. Not a cloud in the sky and a great turnout of over 50 Triumph!

Most of those attending this session had never ridden on a track before, but Dirk had his usual crew of experienced instructors on hand to assist.

Every model was represented, from Bonneville's to Daytonas, and as always, the atmosphere was relaxed, with everyone there to learn to enjoy their Triumph more!



Graskop Run, June 28-29

The second run of the year. The first was a ride down to Maluti Mountain Lodge. This was organised by Martin Woodhead and was a great success, but I was away, hence no pictures!

The Graskop Run was planned by George & Penny with accommodation at the Log Cabin Village with all meals and lots of refreshments catered for by the Loco Pub & Grill, the old Graskop station which still has a lot of the original fixtures and fittings.

The weather in Job was great, a typically cold clear winter's day. However this did not last and by the time we reached the top of the escarpment the clouds were thick and heavy and rain was on the agenda.

First stop was to pick up George who had decided to go down Robbers Pass without his RS! Fortunately only his ego was injured! Everyone eventually arrived at the Log Cabins with no further incidents, where we were really made welcome by Brendan & Linda. A very festive evening was spent at the Loco Pub where we were entertained by a local one man band Ian who kept going long after his bedtime.

Saturday dawned wet and miserable and the planned ride was out of the question. Everyone however managed to amuse themselves as there was lots of sport on TV from a wet Dutch MotoGP to some pretty poor rugby.

Mike Davison

French visit

A group of French Triumph fans from the island of La Reunion paid a visit during the Spring, led by dealers Jean-Paul Magnoni and Frederic Feucque.

Welcomed by Triumph SA's Chris Speight, the visitors travelled from Durban through the Kruger National Park and reported a night in a zulu village as one of the highlights of their trip.



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● Russia: Motoc, Geneva, Contact Arlette on +41 (0)22 329 1010.

● New Zealand: Auckland Motorcycle Rentals offer 10% discount to RAT members. Chris Hyland, (649) 308-7500 (www.amps.co.nz/tri_rental).

● Australia: Aussie Bikers Tours and Rental in Queensland offer 10% off rentals to all RAT members. Contact Dave Pearson (07) 54841050

● USA: Dublin Motorcycle Rentals, San Francisco, 10% discount for RAT members on rental periods of over three days. 415-495-2774. www.dmrrentals.com

● Canyon Ridge Cycles Inc Rentals & Tours in Canyon Ridge, Georgia, 10% discount for RAT members. Telephone: 901 770-517-2554, email sales@canyonridgecycles.com.



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Insurance

● RAT members save a huge 15% on bike insurance in the UK with the Triumph Rider Insurance scheme. Other benefits include no claims discounts, security discounts and optional low mileage discount. There are also Agreed Value and Multi-Bike policies available. Contact Triumph Rider insurance on 0870 241 1676 with your RAT number.

RAT members can also enjoy a 15% discount with the Cox Insurance group on Motorcar and Household insurance. For a no obligation quote please contact 0870 608 2612.

● New Zealand members can also save on insurance by calling Protecta Insurance for preferential RAT rates on 09 377 6892.

Ferry crossings

● P&O STENA LINE offer 30% savings on their Dover-Calais crossings. Call +44 (0)167 0600 0600, quoting reference TMS 50531 Retail Promotions.

● STENA LINE FERRIES offer discounts on their Harwich-Hook of Holland, Molyhead-Dur Loughaire, Flisguard-Rosare and Stranraer-Belfast routes.

20% off published brochure fares on Irish routes, special fares on Harwich-Holland route. +44 (0)1255 242000 stating account number BC047.

For Irish routes call 08705 266603, also quoting account number BC047. Discounts are subject to availability.

● HOVERSPEED offer 25% reductions on their Dover - Calais and Dover - Ostend routes.

Members crossing by car can save 15% on their crossings. Call 08705 260341 (UK), 0820 003555 (France), 059 55991 (Belgium). Quote reference ST7RB for standard return fares and EX/1HB for five-day return fares. Use the suffix FRC for car fares.

● P&O NORTH SEA FERRIES offer a saving of 10% on full tariff brochure bookings on their Hull - Rotterdam and Hull - Zeebrugge routes. Contact +44 (0) 870 1296003 and quote code HM D66. This offer is valid for all return bookings from Hull for UK departures only.

■ Note that to obtain a discount it is necessary to pre-book before travelling.



Touring

● Greece: Greek tour operators Triumph Bike Tours are offering a 15% discount for RAT members on their programme of guided tours. You can either use your own bike or hire one of their Triumphs. Contact Deb Staganakis on (+3) 22940 94905 (tristours@oceanet.gr), www.triumpbiketours.com.

● Canada: Rocky Mountain Motorcycle Holidays organise guided tours through the spectacular Canadian Rockies using Triumph motorcycles (use your own or hire one of theirs).

Based in Whistler, they offer a range of schedules and start dates. Contact Mike Clabson at mike@rockymtnmoto.com.



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