

# TRIPLE TIME

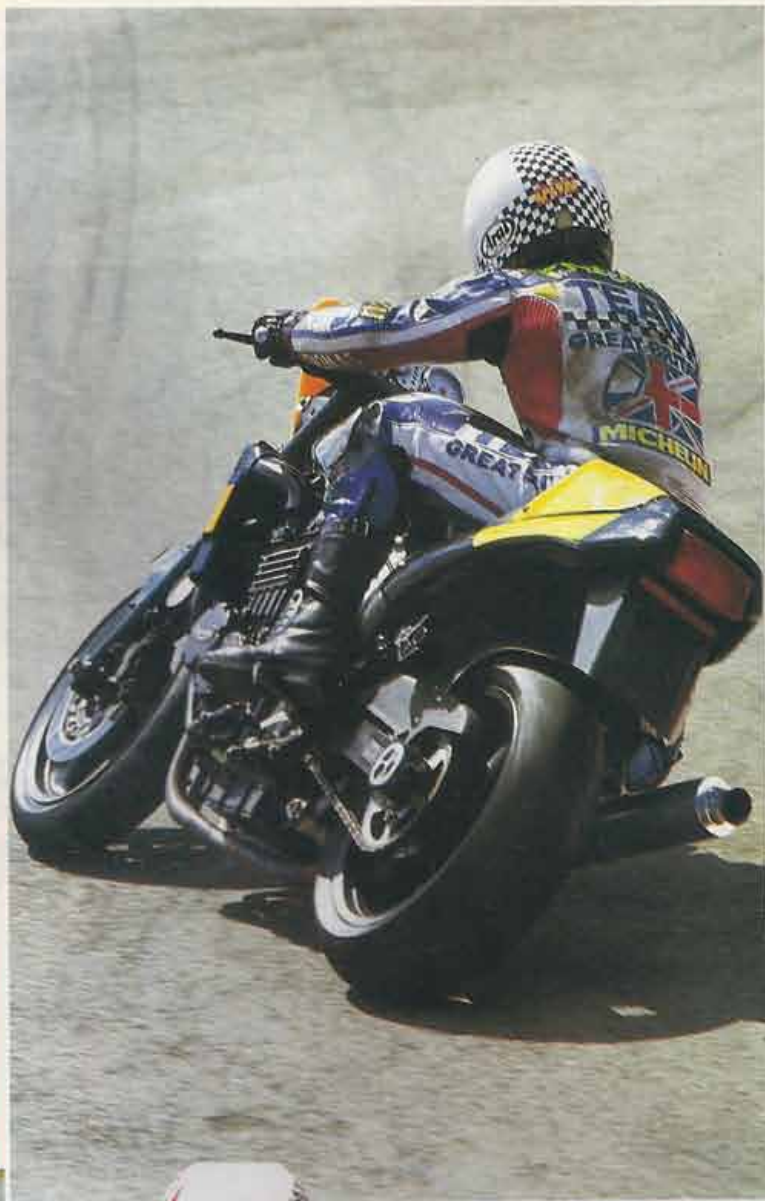
## THE REGS

Triumph is determined that its racebikes will look as standard as possible, right down to the clocks. What's more, on race day the quick bikes will be dyno tested to make sure no-one has tampered with their engines. They will also be weighed and anyone caught cheating will be thrown out. Some mods are allowed, however, to make the Speed Triples safer for the track:

- A modified clutch cover must be fitted. This will help prevent oil spillages in an accident. *Cost: £48 + VAT*
- An optional steering damper kit. *Cost: £145 + VAT*
- An optional race shock to stop the bike wallowing and to increase the ride height. The suspension linkage has to be kept standard. *Cost: £395 + VAT*
- Optional, stronger fork springs, to stop the front end diving under heavy braking.
- A three-into-one exhaust system, made by TTS the Silverstone-based tuners, which gives increased ground clearance – and makes the machine sound mean! *Cost: £537.35 + VAT*
- Only production tyres – of any make – can be used
- Race number plates will have to be fitted. *Cost: £18 + VAT*
- The following parts must be removed: rear footrests, side stand, headlamp glass, mirrors, indicators, horn and bulbs, and the rear light has to be taped. The modified clutch cover, steering damper, fork springs and shock are all one make and can only be bought from Two-Four Sports at Donington Park, to keep things absolutely fair.

The rest of the bike remains standard:

- No engine tuning will be tolerated and standard parts cannot be altered. Ignition tuning must remain standard and the rev limiter must function. All engines will be sealed before the race
- No changes are allowed to the five-speed gearbox
- The standard carb, airbox and air filter have to be retained
- The chassis and rolling parts cannot be modified or lightened
- Brakes must remain factory-spec
- The petrol tank, seat hump, footrest assemblies must be retained and the bikes have to appear in their original yellow or black colour.



### RON PUTS THE ROCKET INTO THE SPEED TRIPLE

Ron Haslam and the Speed Triple racer are inseparably entwined. Without him, the bike would not have been developed. It's his creation, so when Two-Four Sports decided to try for a Triumph one-make race series, boss Robert Fearnell

*It's amazing how quickly you can hustle these overweight old Kawasakis... er, I mean, Trumpets*

immediately turned to the ex-GP star. "Robert asked me to help out and make a bike that was competitive, safe and which would create close, exciting racing," says Ron, who also manages Team GB. "We've