

EXCLUSIVE SIX-PAGE LAUNCH SUPPLEMENT

TRIUMPH ROCKET III

MCN brings you the world exclusive road test of this monster triple cruiser

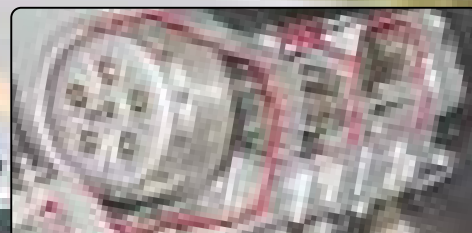
YOU'VE seen the pictures and read the wild performance figures – 147ftlb of torque and 140bhp. Thousands of MCN readers viewed and touched the big-bore cruiser at last year's NEC show, and were stunned by it. But

what is the Rocket III like to ride? After an exhaustive launch in America we can reveal it really is the bike we all hoped it would be. Now we bring you an exclusive flavour of the bike that is going to sell as quickly as it goes. Over the next six pages we'll reveal these details:



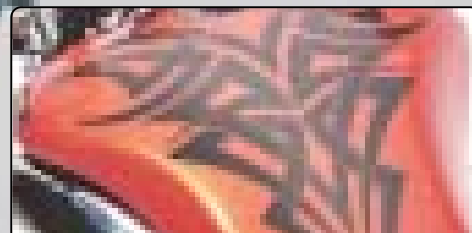
p2-3 GET RIDING

Riding the crest of a great British wave – how the Rocket III performs: on the road, from the lights



p4-5 GET TECHNICAL

It ain't what it does, it's the way that it does it. How it works and your questions answered



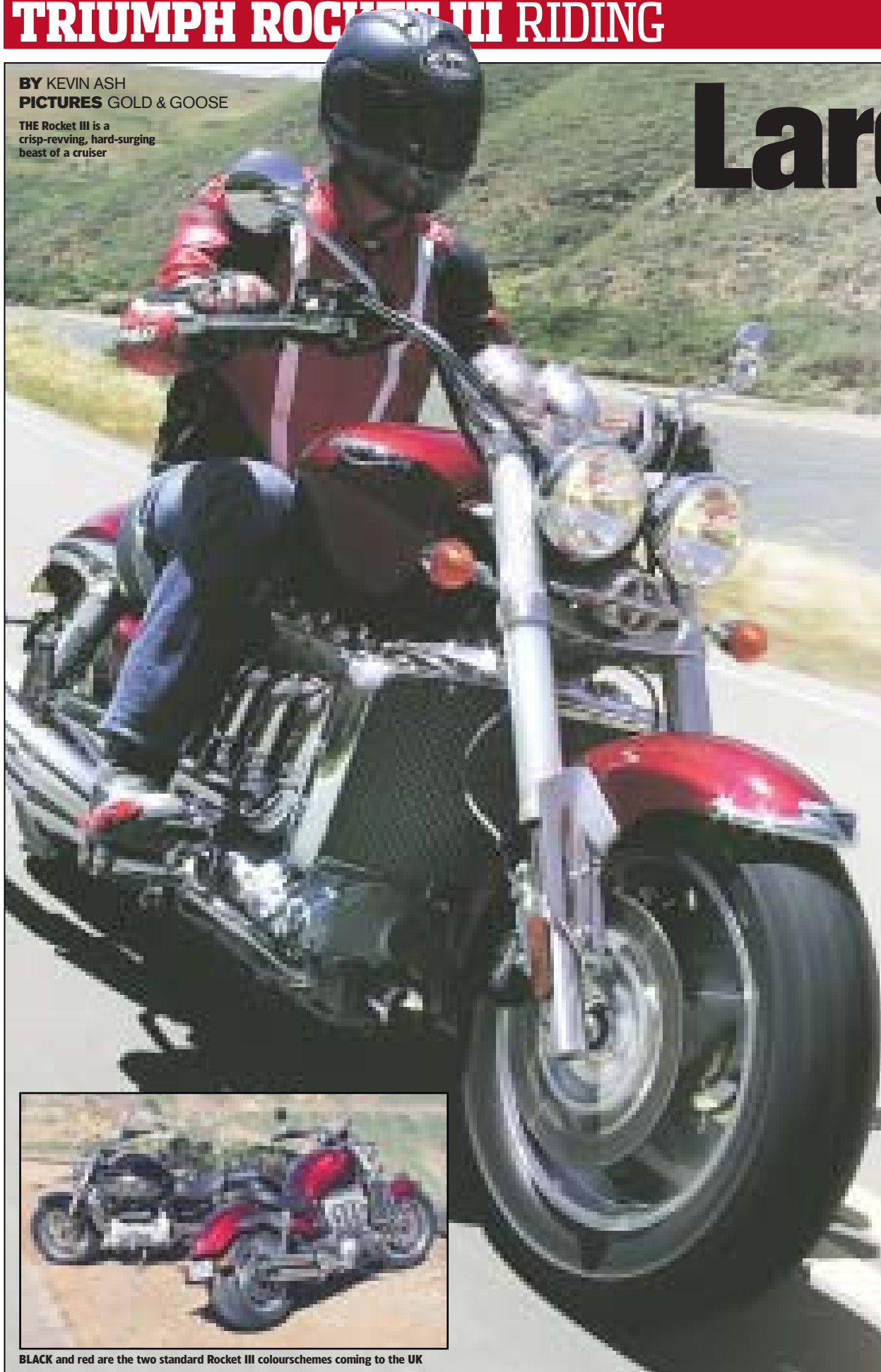
p7 GET ACCESSORIES

Now that's different – the accessories with which to personalise your very own Rocket III

TRIUMPH ROCKET III RIDING

BY KEVIN ASH
PICTURES GOLD & GOOSE

THE Rocket III is a crisp-revving, hard-surgin beast of a cruiser



Larger

The Rocket III is huge, grunty, and bellows like a herd of bulls – but it's also poised and practical...

THERE'S almost a cartoon quality to the Rocket III's fat tyres, huge engine, massive fuel tank and giant rear mudguard – as if the bike's dimensions have been exaggerated for effect. Except this is for real.

The seat is low and the fuel tank is broad. But it doesn't sit awkwardly between knees as first expected, although it does rise up higher than you'd think. It's a reach for the wide bars, which pull you slightly forward.

To heave the bike off its stand is unexpectedly easy – the centre of gravity is very low thanks to the dry sump engine design, which means the crankshaft spins just 205mm off the ground.

Check for neutral, swing up the stand and pull in the world's lightest action clutch lever in readiness to fire the bike into life.

Press the starter and the monster awakes... like any other bike. Only a chesty wheeze to the exhaust note suggests anything special is stirring. Some typical Triumph whistles and whirrings add aural flavour. The motor quickly settles down to a steady 600rpm purr to indicate it's up to riding temperature.

Blip the throttle to get a feel for the motor and it revs up with the crispness of a fresh Jacob's Cream Cracker. There's a slight kick to the right from the torque reaction of the engine's longitudinal alignment, but it is only just noticeable.

First cog is found with a slight notchy action and the clunk of big gears meshing. Time to find out what 147ftlb at 2500rpm really feels like. (Well, 136ftlb in first and second, as the torque is electronically reduced by seven per cent to make the bike easier to ride.)

Do you need more grunt? Hardly. But the first time pulling away on a Rocket III will be done tentatively, which is when the bike's easy-riding nature will surprise, impress or maybe even disappoint. After all, this is the 21st century, and some rip-roaring ogre intent on spitting you off at the first opportunity really isn't acceptable any more.

But the Rocket III manages to be a beautifully-balanced machine with predictable control and behaviour. A bike that's perfectly happy to trickle around town, through the traffic and pose meekly in the high street despite its neck-breaking stature.

But – and it is a big but – it buggers off with the force of a raging rhino when you want it to. Snap



BLACK and red are the two standard Rocket III colourschemes coming to the UK

than life...



THE Rocket III is surprisingly well balanced

'The Rocket III fires forward shockingly hard. And it's much easier to launch than a big bhp-endowed superbike'

open the throttle and the Rocket III surges with huge force, belying the 320kg dry weight and possible 25 litres (5.5 gallons) of fuel on board. This surge is felt as lift and smooth, fast forward motion at the same time – the front lifts with the acceleration, the rear in reaction to the shaft drive.

It's easy to rev the bike right out to the 7000 maximum rpm, some 500rpm into the red zone. This equates to 55mph in first gear, although the drive starts to flatten after 5000rpm. But for most of the time you'll not venture much beyond 4000rpm – below which point its satisfying, growling nature makes the whole Rocket III riding experience utterly addictive.

On a steady throttle and in any gear it's silky smooth. Chunky vibrations appear only on the overrun and under power. With Triumph's aftermarket noisier exhaust silencers (which moves the torque even lower down the rev range) the rasping scream heard is blood-curdling.

Pick any point in the 2-3000rpm zone and the bike will fire forward shockingly hard. To give it big revs from a standstill you need to be prepared to be fired off the line faster than anything you're likely to have experienced so far. Although it has to be said a Rocket III is far easier to launch than a big bhp-endowed superbike because you'll never loop a bike this long and heavy with such a short rev range. It's not so much about outright power, but accessible power.

And the Rocket III hands it to you ready to eat, on a plate with garnish. The heart and soul of the Rocket

III is the engine, no question, but the chassis deserves praise, too. For a cruiser the handling is exceptional, blending stability with surprising agility and easy, neutral steering. Inevitably the bike runs wide when pushed. This happens almost naturally as there's so little engine braking from an engine which is practically only ticking over.

Getting the Rocket III to heel over and change direction is fuss-free, until the ground clearance runs out. Pegs and other metal pieces do get in the way eventually, but clearance and agility is much better than most cruisers. Ironically, scraping tarmac is only a nuisance because the bike handles so well in the first place.

The soft tuned-for-comfort suspension gets floaty and vague when in a hurry, but not overly flustered. At lower speeds the ride quality borders on superb.

Helping to slow the bike to a more sedate pace is an ex-Daytona 955i front brake set-up. But, where the front four-pot calipers have plenty of power and feedback, the rear lacks feel and locks up the wheel easily.

Perhaps the real surprise is the bike's practicality. A figure of 40mpg is realistic, as is a 220-mile range – far more than most cruisers, many of which are ruined by ludicrously small tanks. Comfort is exceptionally good and Triumph claims rear tyre wear is 'reasonable'. As weight tends to lessen tyre wear and the compound is not super-sticky then long distance touring is feasible, especially if the bikes are kitted out with screens and equipment from the big range of Triumph accessories (see page seven of this supplement).

Build quality and detailing is pleasing, too – and this matters on a cruiser. The detachable pillion seat bolts to a hidden frame so the vast rear mudguard is unspoiled by fittings. Clocks pivot forward so the tank can hinge upwards, where it sits on a prop for easy service access.

Annoyances? The perennial Triumph trait of slightly sticky gear swaps (which could iron itself out as the bike piles on the miles). Engine management is indecisive at very small throttle openings, when the motor can hunt slightly. But both are really mild irritations rather than problems.

Even so, by blending an outrageous engine with benign manners and everyday practicality the Rocket III has broken the mould for bikes in its class and will be the machine all others aspire to.

YES, IT'S FAST

TRIUMPH'S sensational claim that the Rocket III would out-accelerate the king of grunt, Suzuki's Hayabusa, proved correct when MCN datalogged the new bike in the world's first independent performance test of the bike this week.

But don't get too excited because the figure Triumph was talking about was a 0-30mph time, and not the industry standard 0-60mph.

In our exclusive back-to-back test of the Rocket III and the Hayabusa (the winner of MCN's recent 0-60 acceleration test), the Triumph amazingly outpaced the Hayabusa from a standing start to 30mph by seven hundredths of a second when it posted 1.48s compared to 1.55s.

But from then on the Hayabusa out-dragged the Rocket III to 60mph by half a second (0.48s) with a time of 2.92s, compared to the 3.40s of Hinckley's finest.

Half a second isn't much – try it: count one, two... see? – especially considering the Rocket III's obvious weight disadvantage of 103kg (that's the equivalent 16-stone rider).

So Triumph has every reason to hold its head high because it's official that its new cruiser is the fastest-accelerating of its ilk – Harley-Davidson's V-Rod held that title until now with a 0-60mph best of 3.67s.

Speed	Rocket III	Hayabusa
10mph	0.54s	0.63s
20	0.92	1.09
30	1.48	1.55
40	2.02	2.03
50	2.57	2.49
60	3.40	2.92
70	4.26	3.50
80	5.63	4.13
90	7.17	4.78
100	9.30	5.54

FAST FACT

RUNNING costs with a Rocket III won't hurt wallets as it has car-style 10,000 mile service intervals – a first for any motorcycle.

THE RIVALS

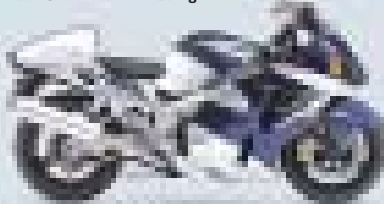
AT THE LIGHTS

IF blistering acceleration is your bag then Suzuki's ultra-fast GSX1300 Hayabusa sports-tourer has earned a reputation for insta-grunt. In MCN's recent 0-60mph shootout, the Hayabusa won with an incredible time of 2.80 seconds.

But with a 1000cc advantage (2294cc), and 63 per cent more torque output (a claimed 147ftlb) the Rocket III pips the Hayabusa from the lights (see left). Unfortunately the Triumph is hampered by a 320kg dry weight, some 103kg more than the Suzuki. But it'll be a foolish man who puts his money on the Suzuki to win every time.

SUZUKI GSX1300R HAYABUSA

PRICE:	£8649
CAPACITY:	1295cc
POWER/TORQUE:	150bhp/90ftlb
WEIGHT:	217kg



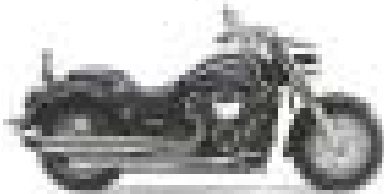
THE big Suzuki could lose its 0-60mph crown soon...

BIG IS BEST

UNTIL the arrival of the 2294cc Rocket III, Kawasaki's V-twin VN2000 was the biggest capacity production cruiser at 2053cc. The Kawasaki's impressive torque figure of 130ftlb – 'stump-pulling' drive according to Kawasaki – is also eclipsed by 17ftlb. As for power output, the VN's archaic push-rod engine giving up 101bhp just can't match Triumph's modern lump of double overhead cams, 12 valves and dual-butterfly throttle bodies, which help make 140bhp. The Kawasaki's 340kg dry weight is 20kg heavier than the Triumph. But it is £900 cheaper than the Rocket III.

KAWASAKI VN2000

PRICE:	£11,095
CAPACITY:	2053cc
POWER/TORQUE:	101bhp/130ftlb
WEIGHT:	340kg



SLIGHTLY heavier, a bit cheaper but less potent

FLY IN THE OINTMENT

THERE'S one bike that could knock the smiles off the faces of Triumph showroom staff and that's Honda's Valkyrie Rune. Why? Because it's big, low, long and has an impressive, torque-laden flat-six engine ripped straight from the 1800 Goldwing. Devised originally as a concept bike, Honda America built 1500 Runes with Honda Japan's permission and it became an instant hit in America. Honda UK has no plans to import the Rune as yet, but if Rocket III sales escalate then Honda will undoubtedly want a big slice of our market. UK bike shop Planet Moto has imported and immediately sold two Runes, off its own back – and it has two more on the way...

HONDA VALKYRIE RUNE 1800

PRICE:	£19,995 (import)
CAPACITY:	1832cc
POWER/TORQUE:	91bhp/111ftlb
WEIGHT:	360kg



IF these come to the UK, Triumph will be worried

TRIUMPH ROCKET III

£11,999

Available: Now. Two years unlimited mileage warranty, One year RAC roadside recovery

Colours: Black, red

New for 2004: New model

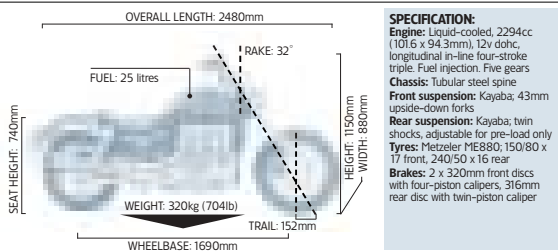
Insurance group: 17 (of 17)

Info: Triumph, 01455-251700

Note: flame and tribal pattern colour options available as accessories

PROS • Massive presence on the road, or just parked up • Very smooth engine • Impressive drive off the line for a big mutha

CONS • Everyone will want to race you from the lights • Long reach to the bars • Hard work to move out of the garage



SPECIFICATION:

Engine: Liquid-cooled, 2294cc (101.6 x 94.3mm), 12v dohc, longitudinal in-line four-stroke triple. Fuel injection. Five gears
 Chassis: Tubular steel spine
 Front suspension: Kayaba; 43mm upside-down forks
 Rear suspension: Kayaba; twin shocks, adjustable for pre-load only
 Tyres: Metzeler ME880; 150/80 x 17 front, 240/50 x 16 rear
 Brakes: 2 x 320mm front discs with four-piston calipers, 316mm rear disc with twin-piston caliper

90%

TRIUMPH ROCKET III TECHNICAL

How they did it...

The Rocket man speaks...

ROSS CLIFFORD is Triumph's new model development manager and had overall responsibility for the Rocket III. We put your questions to him from www.motorcyclenews.com



CLIFFORD: leads the new model army

MCN: With its impressive torque, is there a substantial difference in the bike's shaft drive compared with ordinary mass produced systems?

CLIFFORD: *The shaft drive is designed for the Rocket III with the engine's power output in mind. It's unique to the bike, but there's nothing unusual or technically remarkable about it.*

MCN: I don't like the chrome and show styling and prefer the subdued, black look. Are we likely to see any variants?

CLIFFORD: *There will be variants long-term. The Rocket III has all the key attributes of cruisers including lots of chrome. But Triumph will listen to customer feedback to help develop future models.*

MCN: Is the bike speed restricted? I can see this bike being the new V-Max – perfect for drag racing, if it's allowed to run without any form of restriction.

CLIFFORD: *Yes, the bike is restricted to 140mph. I couldn't comment on removing the restriction.*

MCN: It's obvious the bike is built for the American market so can you assure me that the bike will not be deleted from the UK market when the initial euphoria has died down?

'You can always develop more power but we built the Rocket III with driveable torque, 10,000-mile service intervals and it's designed to be ultra-reliable' **ROSS CLIFFORD**

CLIFFORD: *All our models are sold internationally, and the Rocket III is an important part of our long-term strategy so it's important here as well as the US.*

MCN: The 240-section rear tyre is impressively large and will undoubtedly wear faster than most because of the bike's weight and torque. Will other tyre makers make replacement rubber?

CLIFFORD: *Bridgestone is looking at producing an alternative and, with the growth of cruisers with bigger tyres, more will come. But the wear characteristics of this tyre are good – it's not super-sticky and with so much rubber on the road it doesn't wear badly. The bike's weight actually improves the wear rate.*

MCN: OK, so the bike has a displacement of 140 cubic inches – which the Americans will love – but why build the bike with such a big capacity?

CLIFFORD: *Feedback from the focus groups told us they wanted a really large capacity. We settled on this because it's huge, but we could still combine it with the ergonomics of the Bonneville America.*

MCN: Awesome looks, awesome power and no doubt an awesome insurance tag. Will Triumph's own insurance scheme guarantee the lowest quotation?

CLIFFORD: *Insurance quotes depend on individual riders but the Rocket III is included on Triumph's scheme and the quotes will be very competitive.*

MCN: How different is the bike to the prototype? After all it couldn't have been perfect from day one, could it?

CLIFFORD: *The production model is very close to the prototype, as our early sketches (right) show. The performance figures were targeted from day one, although the engine has increased in size from the original design.*

MCN: Don't you feel guilty that the bike's performance figures fuels the latest wave of anti-biking protests?

CLIFFORD: *As a manufacturer, we're very conscious of these issues, and we give a lot of support to rider training. The Rocket III however is designed for the experienced motorcyclist with his own responsibilities.*

THE Rocket III is big in every sense of the word. It not only has a huge presence, dwarfing most other conventional motorcycles, but Triumph also has massive hopes for it in the vast American cruiser market, where Harley-Davidson rules the roost.

But its biggest feature of all has to be

its engine capacity. With its three pistons sweeping a massive 2294cc (140 cu in), the Rocket is currently the biggest mass production motorcycle in the world.

Here for the first time MCN can show the internals and full technical details of the amazing new British-built powerplant and explain how the Hinckley manufacturer determined its configuration and specification.

But the Rocket III is not just a story about engine development. The whole machine, from nose to rear fender, has been developed from scratch.

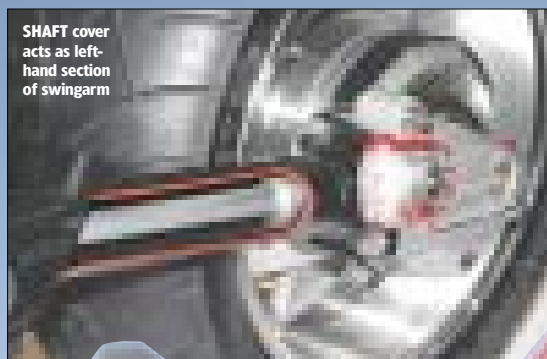
In addition to the three-cylinder motor there's a new shaft-drive system – the first on a Triumph – a radical fuel injection system, transmission and purpose-built suspension and brakes. Read on for the full story...

FRAME AND SHAFT DRIVE

THIS is the first Triumph to use shaft drive and with good reason: shafts fare better than chains when subjected to high torque output as they don't stretch, snap or corrode. Shafts are cleaner and relatively maintenance free, too. The bevel box system is by Italian firm Graziano which specialises in drive systems for powerful cars like Aston Martin and Ferrari. So that's reliability sorted, then.

The shaft's cover also acts as the left hand section of the swingarm – the left shock absorber is mounted to the shaft drive housing. Considering the engine's mass is akin to a small car engine the frame is minimal: a headstock, swingarm/shaft pivot points and tubular steel backbone with downward arms, which the engine bolts to, acting as a stressed member.

SHAFT cover acts as left-hand section of swingarm

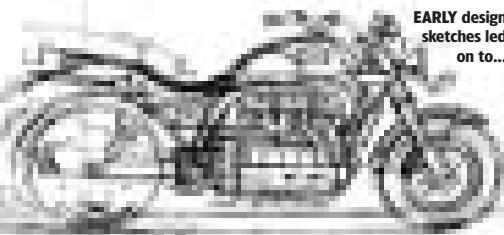


DEVELOPMENT

THE Rocket is Triumph's most ambitious project to date.

Initial concept studies were undertaken in 1999 and research focus groups assessed what customers were looking for. Once the basic longitudinal engine layout was established the styling teams, led by John Mockett, got to work. Full-sized clay models (far right) followed later.

EARLY design sketches led on to...



...FULL-SIZED clay mo

FUELLING, EXHAUST AND ELECTRIGS

ALTHOUGH the Rocket's compression ratio is low, a lot of heavyweight internals have to be spun before the engine will fire up – the crankshaft weighs in at an arm-straining 17kg. So a 1.5bhp-rated starter motor is in turn woken up by a huge 18Ah 7kg battery. The bike has a large capacity alternator to deal with the high loads expected to be placed on the battery if owners fit accessories such as extra lights.

The cylinder heads have two spark plugs per cylinder to ensure a clean burn of the air/fuel mixture. The exiting and burning exhaust gasses are charged with fresh air pumped into the cylinder manifolds before being cleaned by two catalytic converters. The

'Many heavyweight internals have to be spun up before the engine will fire'

bike's so clean it complies with Euro 3 Emissions Standards which don't come into force until 2007.

The three header pipes are single-skinned but don't bake the rider because of two metal covering shields on each exit pipe that act as thermal insulators –

like double glazing. From the collector box three silencers vent clean exhaust and a muted but likeable grumble – from the 1-2-3 front-to-rear firing order.

Fuel is pumped from the 25-litre tank and injected into three whopping 52mm throttle bodies.

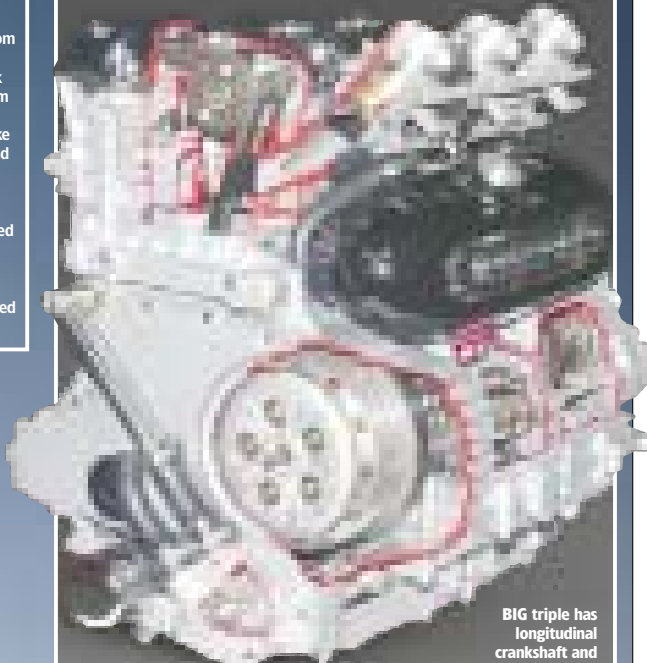
Each body has dual throttle valves (like the Suzuki GSX-R family, the ZX-10R and so on) to control fuel and air flow for precise throttle control. The throttle cable works one set, the others are operated by the ECU and its pre-mapped ignition and fuelling curves.

The ECU relies on information from sensors monitoring gear selection, air temperature, engine load and road speed to send out the right information.

FAST FACT

The Rocket III originally started life with a capacity of a mere 1500cc. It went through two more capacity hikes before Triumph finished up at the magical figure of 2294cc

ENGINE



BIG triple has longitudinal crankshaft and bags of torque

ALTHOUGH aimed at the American cruiser market, where cruisers are traditionally V-twin-powered, Triumph has resisted the temptation to create any sort of Harley clone with its Rocket III and instead stuck to its trademark in-line three cylinders. However here the engine is mounted so the crankshaft runs along the length of the frame (longitudinally) rather than across the frame as in most triple and four-cylinder machines.

Research revealed that customers wanted a huge capacity with Triumph's three-cylinder signature, and a feet-forward riding position – not something across the frame engines allow.

POWER & TORQUE

The bore and stroke of 101.6 x 94.3mm is impressive and Triumph is keen to tell you the pistons are the same size as those in the Dodge Viper muscle car. But they still can't match the 103mm cannon shells of Kawasaki's new VN2000. The large bore size and long 94.3mm

stroke is vital to produce low rpm torque (a claimed 147ftlb @ 2500rpm) and power (140bhp @ 5750rpm). As the limiter cuts in at 7000rpm and the compression ratio is 8.7:1, drag racers will no doubt be looking to improve the Rocket's performance – and find it with ease. Top speed is restricted to 140mph.

Triumph also admits it has capped the output by seven per cent in first and second gears, upping it slightly in third before opening the power tap fully in the top two gears.

This is to avoid shredding tyres from big wheelspin action.

With such immense torque – 90 per cent of the crank measured 147ftlb kicks in at 2000rpm – the driveline and rear tyre are subjected to massive forces.



OUTPUT is limited electronically

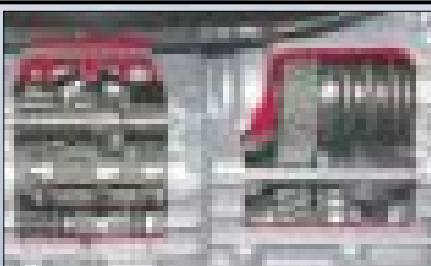
COOLING, CLUTCH AND GEARBOX

LONGITUDINAL engines suffer from heat build up, as the rear cylinders can't always get enough cooling air across them. Triumph's solution uses larger water galleries running through the rear cylinders and a huge water pump. The clutch is the usual wet-multiplate type (oil-cooled) and is mounted to the front of the

stacked gearbox, on the right side of the engine casings.

The five speed 'box is a solid, chunky affair and the clutch is unique to the Rocket III, designed to have the strength to handle the torque produced.

But Triumph claims the cable-operated item has the lightest actuation of all the models in its range.



FIVE-SPEED gearbox on the Rocket III is solid and chunky

SUSPENSION, BRAKES AND TYRES

KAYABA supplies the suspension. The 43mm upside-down forks are non-adjustable, but the twin rear shocks are adjustable for pre-load to take pillions and luggage.

Two four-piston Daytona-derived calipers and 320mm semi-floating discs at the front and a 316mm rear disc with dual-piston

caliper slow the Rocket III. The front lever is span adjustable to suit knuckle draggers and ladies alike. Big is bad and bad means good so Triumph had to fit the baddest bike with the biggest rear tyre. That 16in rear rim is 7.5in wide and matched to it is a 240/50 section Metzeler. The front is a 150/80 x 17.



TRIUMPH ROCKET III ACCESSORIES

Bolt on wonders

There's a huge range of goodies to spruce up the new Rocket III

FROM day one of the Rocket III's inception, Triumph had big plans to ensure owners were able to customise their bike to their own tastes through a large and varied selection of official aftermarket goodies. The list of merchandise is long and constantly updated – Triumph/Rocket branded clothing is on its way, too. So whatever you think you need for your Rocket, there's a good chance there's an accessory available from a local Triumph dealer. This is a small selection of which parts are available...

Custom tribal paint £1099.99

THE striking Tribal scheme consists of tank, mudguard, tailpiece and side panels all finished in bright metallic orange with a black tribal tattoo decal. A 'Flame' version is available too. A matching fly-screen is also listed.



Leather panniers £599.99

Made from 4mm aniline leather, the panniers keep with the triple theme with three straps. Also available are chrome rails and a Triumph badge kit for the side and top of the pannier.



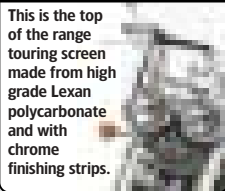
Fog lights £199.99

High beam projector lights, perfect for extra illumination. A handlebar mounted switch is included.



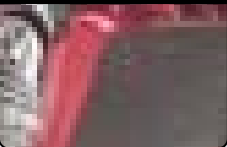
Roadstar screen £349.99

This is the top of the range touring screen made from high grade Lexan polycarbonate and with chrome finishing strips.



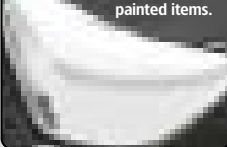
Radiator end caps £159.99

Surround the radiator with matching colour end trims.



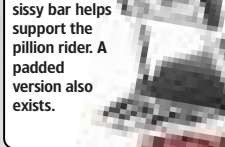
Chrome side panels £119.99

Direct replacements for the standard painted items.



Sissy bar and rack £249.99

Finished in chrome, the sissy bar helps support the pillion rider. A padded version also exists.



WHAT DO DEALERS THINK?

PIDCOCKS

Mark Fisher, Sales Manager Nottingham, 0115-9692200



WEBBS OF LINCOLN

Peter Littlewood, General Manager Lincolnshire, 01522-528951



JACK LILLEY

Steve Lilley, General Manager Ashford, Middlesex, 01784-420421



How much interest have you had in the Rocket?

We've had loads of interest in the bike – even when the price was estimated around the £15,000 mark. It's similar to when the first T595 was arriving in the country.

Loads of people are asking about it. We should get more once the demo bike arrives. There is a long list of people waiting for a ride.

There is a real buzz at the moment, similar to when the 959 was launched. Even the national newspapers are giving Triumph coverage.

What sort of people are interested?

It doesn't seem to be attracting sports bike owners. Fifty per cent are existing Triumph owners, the rest are custom bike owners. We've had very few trade-ins, but lots of interest from customers wanting to come back into biking or customers who want the Rocket as well as their current bike.

We've got a few Triumph Trophy owners trading in, custom owners and some Harley riders. At £11,999 it's a lot cheaper than most thought it would be, so some customers are buying more than £1000 worth of extras. We've had calls from customers who just want the biggest bike. They've already got four bikes in their lock-up, the Rocket just adds to the collection.

It's very strange and unusual. The Rocket is attracting all types of customers young and old. Sports bike riders, customs, muscle bikes, regular Triumph owners who we've dealt with for years. The sports bike riders want the power; Harley riders want the looks and all the extras. One bloke has already bought nearly five grand's worth of extras.

How many orders have you had?

We've had a massive interest in the bike, taking orders before the NEC, before anyone had seen it in the flesh. At the moment we've taken eight orders but we've got nearly 50 customers waiting for a test ride. We're struggling to meet demand. If Triumph supplied us with another 20 bikes we could sell them tomorrow.

Believe it or not we actually took our first deposit for a Rocket last September. We've taken six deposits but heard of other branches taking nearly 40.

We've taken more than 20 orders already. It's really good for us. Customers have been really patient, visiting the factory, finding out when they will get their bike.

When do you get your first bikes?

We should have the bike by the time MCN comes out. Then we'll start going through the long list of potential customers.

We should get the bike sometime this week. After a day to prep it, it should be available for a test ride for customers by the weekend – fingers crossed.

We should be getting our first bike in this week, which will be our demo bike. If you came into the show room today we should be able to get you a bike for around October.