

VIBRATIONS!

NACELLE

The magazine of the
Triumph Owners Motorcycle Club



VOLUME 37

MAY 1986

**Phil Short features on the cover of the May 1986
Nacelle on a trip to Spain.**

July 2020



Triumph Owners M.C.C.

Northants Branch



Scribblings

Just over three months now since the last Northants Branch meeting. Who would have guessed that it would take so long to get back to normal? I was thinking that the lockdown would be perhaps 4-6 weeks.

Though I've been lucky enough to be able to work from home via laptop, mobile phone and video conferencing; I do actually miss the journey into work and the office environment. Our managers are suggesting that it will be September at the earliest before the office is open again, not helped by it being in Central London so the advice is still to avoid trains for all but essential journeys (having spent the whole of my career trying to promote rail travel. Telling people NOT to use them is strange!).

As some of our branch members come into the vulnerable category, my COVID-19 induced woes are slight compared to theirs so I'll shut up about it now.

Pubs were given permission to reopen as from 4th July. We know that The Crown is open again with restricted hours, but we have not yet had it confirmed that they are able to cope with having all of us turn up for a club night. **Please don't turn up** there for a club night until you have heard from us specifically that it is okay. Similarly for the potential "5th Wednesday of the month" meet that may or may not go ahead.



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New Members

Welcome to the following new Branch members, who have joined in the last couple of months.

Daniel Boon of Irthlingborough
Neil Chilton of Hanslope
Sue Dent of Higham Ferrers
Mark & Deborah Garrad of Rushden

Robert Hillyard of Barton Seagrave
Caroline Hull of Rushden
John Metcalfe of Northampton
Felice Santoriello of Kettering



August 2009 and the 50th
Anniversary Bonneville Celebration.

A line-up of Thruxtons inside the
Motor Museum at Gaydon.

*This and various other pictures
scattered through the newsletter
were posted online during our virtual
club nights in May and June.*

Northants Branch Info and News

Events List	
<i>Events shown are obviously subject to cancellation/postponement to meet whatever the current government guidelines are.</i>	
Wed 8 th July	Virtual Club Night at your house, via Facebook: https://www.facebook.com/groups/northantstomcc/ .
Sun 12 th July	Triumph Day at Jack's Hill Café – cancelled
Wed 15 th July	Club Night at The Crown (or more likely Virtual Club Night at your house.). Please don't go to the Crown unless you get advice from the Branch that the meeting is definitely on.
Sun 19 th July	Founders Day Rally – cancelled
Wed 22 nd July	Virtual Club Night at your house (provisional).
Wed 29 th July	"5th Wednesday of the month" meet. If this is to go ahead a separate advice will be sent out to all members.
Sun 2 nd August	Run to the Sands (Hunstanton) - doubtful
Mon 3 rd August	Run to Bedford Triumph Owners at Wilstead on A6 south of Bedford
Wed 5 th August	Club Night at The Crown, Hardingsstone from 8pm. (provisional)
Sat 15 th August	Northants Bike Show (provisional date). Unable to determine whether this is on or off.
Sun 16 th August	Brackley Festival of Motorcycling – cancelled
Wed 19 th August	Club Night at The Crown, Hardingsstone from 8pm. (provisional)
Sun 30 th August	Moto GP at Silverstone - cancelled
Wed 2 nd September	Club Night at The Crown, Hardingsstone from 8pm. (provisional)
5 th -12 th September	Trifest France (TOGA) – postponed until 2021
Wed 16 th September	Club Night at The Crown, Hardingsstone from 8pm. (provisional)
Sun 27 th September	Distinguished Gentlemens' Ride. No mass rideout this year, details of alternative format here: https://www.gentlemansride.com/blog/dgr-2020-update
Sat 3 rd October	Ride To The Wall
Wed 7 th October	Club Night at The Crown, Hardingsstone from 8pm. (provisional)
Fri-Sun 9 th -11 th October	Skegfest – still on at the time of writing. Keep an eye on this Facebook page: https://www.facebook.com/groups/482609948949879/
Wed 27 th October	Club Night at The Crown, Hardingsstone from 8pm. (provisional)

Branch AGM: As previously advised, the Branch AGM has been on hold since March. As soon as we are once again able to hold regular club meetings as revised dates will be set with 28 days' notice given to all members. Until then the current committee will keep things ticking over.

Branch officers elected at the AGM will remain in post until March 2021; when the standard branch year (as per the constitution) will resume.

Northants Branch Info and News

Branch HQ:

The Crown, High Street, Hardingstone, Northampton, NN4 6BZ.

The main access to Hardingstone village is from the roundabout at the junction of the A45, A508 and A5076 (ring road). Other access from the Newport Pagnell Road (B526).

1st and 3rd Wednesdays of each month, starting at 8pm.

Pure Triumph:

Our local Triumph dealer is based at The Embankment, Wellingborough, NN8 1LD. The company's website can be found at www.puretriumph.co.uk.

On production of a current Triumph Owners membership card, Pure Triumph at Wellingborough will give a 10% discount on the following items: Clothing, Oxford Products, Helmets, Oil products, Labour on Servicing.

The Branch on the Internet:

Our website can be found at: www.northantstomcc.org.uk. Most pages are public but there is one small section that is restricted to branch members only, accessed via the password that is advised separately.

We also have Facebook page: www.facebook.com/groups/northantstomcc/

If you go on any branch events please make a conscious effort to take a photo (high quality mobile phone OK) then send it to Sarge and Les Barras. This will ensure the newsletter and website have something to show when writing the reports.

Other Internet Links:

Triumph Owners MCC national website: www.tomcc.org

Triumph Owners MCC events website: www.tomccevents.co.uk

Triumph Owners Clothing: www.tomccmerchandise.com

The club also has a page on Facebook: www.facebook.com/groups/4526704577/.

British Motorcyclists Federation: www.bmf.co.uk

Triumph Motorcycles: www.triumphmotorcycles.co.uk

Northants Branch Info and News

Membership Renewals

If your club membership is due for renewal here are the best ways of dealing with it...

- 1) Renew on-line via tomcc.org/Home/Membership with a credit card, debit card or PayPal account. You can also get a £2 discount using this method.
- 2) Fill in the membership form that was sent to you, then post it direct to the HQ Membership address at Horley, as shown on the form. Include a cheque made payable to Triumph Owners MCC.
- 3) Fill in the membership form and hand it to the Branch Membership Secretary at a club night. Payment by cheque or cash. Memberships renewed this way are only sent to HQ a couple of times a month, so will take longer to process than 1 or 2 above.

Don't worry about the money as the Branch receives the same amount per member regardless of the method used to renew.

Northants Branch Clothing Range

The range of Northants Branch clothing: T-Shirt, Polo Shirt. Sweatshirt, Hoodie, Fleece, Business Shirt and Baseball Cap; can be purchased on-line.

Some items can also be done with a large back-print for an additional fee.

To order click on this link:

www.customkit.co.uk/northants-triumph-owners-club-52-c.asp

Club Night Ordering: If you would prefer not to go on-line you can place an order with Les Barras at one of our club nights. Your selection should then be ready for collection at the next club night.



Left: Bob Swann's machine on a recent sunny day's ride out through Northants and Bedfordshire.

Below: Philip & Rita Wallington at John O'Groats in 2006, during a tour of Scotland on their 955i Tiger.



The Days' Trip To New Zealand

In February this year (2020) we travelled to New Zealand, it's been on the bucket list for some time, so we decided to take the plunge. We travelled via Singapore where we had a 3-day stopover (both ways) which is a very modern city and country of around 5 million people. Lots of traffic above ground, but the MRT underground is ultra-modern and a joy to use. It's also cooler down there, which gives respite to the 30+ degrees above ground.

Anyway, we need to talk about NZ. We flew into Auckland where we stayed for a few days in the city centre. A pleasant enough place, but they appeared to be rebuilding it, nothing to do with earthquakes or other acts of God, it was all to do with the America's Cup coming to the City later this year. The city even decided to use Waitangi Day, which is a National holiday on the 6th of February, to re-surface most of the roads in the City centre. The Sky-tower was good, offering great views of the city and surrounding hinterland.



We picked up the Motorhome from the Maui depot close to the Airport and the Villa Maria Winery, a wine I am sure many of you have supped here in the UK. The Motorhome was new and based on a Mercedes Sprinter, with a 6 speed Automatic gearbox.

Very comfortable and easy to drive, but reminded me of an ambulance or an Asda home delivery van. Driving in NZ is fairly easy, particularly as they drive on the same side of the road as we do in the UK.

We travelled south to places like Waitomo, Rotorua and Lake Taupo, where we saw something you don't see every day. In the car park of a MacDonald's (or Macca's as they call in in NZ) overlooking the Lake they have parked a Douglas DC3 Dakota!

It had been incorporated as part of the restaurant and you could sit in it to eat your Big Mac, or drink coffee. It looked like an original plane; it was certainly full size.



Motorcycle related things started warming up as we approached Wellington, where the Inter-Island Ferry had an area cordoned off for the International BMW GS Trophy 2020 team participants. The bikes, which were numerous in number, were identical and all German registered with the group now taking their adventure to the South Island.

The Days' Trip To New Zealand



The NZ use of the English language is interesting and one of the things they do is to pronounce an 'E' as an 'I'. This made us concentrate very carefully when listening to the Ship's tannoy on the crossing to Picton. Like most ferries (think Dover to Calais) the ship had a number of decks, but these became 'dicks' which along with other NZ parlance made us chortle a fair bit.

On arrival in the South Island we travelled to the Marlborough district where we stayed on a Winery amongst the vines, much tasting took place in the Sauvignon Blanc capital of the world. In Nelson, which is a great little Town, we caught up with the GS Team and shared a coffee in an open-air café alongside them and it was here that we also found the Lambretta café, where we photographed this Scooter (looks a bit like my T10!).



The Days' Trip To New Zealand

We saw a great deal more two-wheelers on the South Island, probably due to the fact that it is great motorcycling terrain. Did see a few Triumphs and having taken some Branch badges to hand out to owners, I managed to give one to a traffic cop who was riding a police Honda. He had a Speed Triple at home and was delighted to receive a TOMCC badge.

There were a number of touring groups on holiday from all over, but most of these groups were riding Milwaukee Farm Equipment. I have included a photo of one group near Hamner Springs and the guy you can see waving was from Dunstable and was having a great time he told us.



There are numerous signs on the highways which read – 'New Zealand Roads Are Different Allow Extra Time'. They most certainly are and it did take much more time than we expected to reach places. That's not to say that the journey was not enjoyable, but the roads were very twisty and went up hill and down dale most of the time.

Our trip, on which we covered well over 2000 kilometres, ended in Christchurch where the city is still getting over the 'big' earthquake, that took place 9 years ago. A lot of the City centre has been rebuilt, but the Cathedral is still a ruin and only recently was it decided to rebuild the original structure rather than start from scratch with a new design for the building. I think I would have gone for the latter, given that the city only has a 150-year history and the rest of the city centre is fairly modern, but what do I know! However, the city is very pleasant with some 750 parks and vintage Trams which operate a hop on, hop off system, offering a great insight into the area and very knowledgeable drivers giving a running commentary.

Many people ask what we thought of NZ and would we go again? The answer to the first part is we liked the Country very much, but found it nothing like the UK, nor did we expect it to be. Would we go again? Unlikely, because we have done it, but mainly because it is a very, very long way from home!

Keith Day

Tales from the Shed

In June 2018 my Explorer filled its coolant up with emulsified oil and was rushed off to Pure Triumph for major surgery. This was just three days before I was due to compete on it in the Summer Nationals at Santa Pod Raceway.

I was fourth in the National Championship at that point and I didn't want to miss the meeting, so the hunt was on for a bike to race that weekend. As it happened, Kev had just taken a very clean looking Daytona 955i in part-ex and a deal was struck.



The first opportunity I had to ride the bike was from the pits to the start line on the Saturday morning as it had to be pushed to and from scrutineering due to curfew times. First and second gear through the pits for a few hundred yards is the ideal way to get the feel of a bike you are just about to race over the quarter mile.

Surprisingly, I rode it straight into number one qualifying position and made it through to the final where I lost against the current champion. Not too shabby for bike I had never ridden before. Two rounds later I had consolidated my fourth position in the championship but had experienced some missed shifts in qualifying and lost in the Quarter finals at the Greenlight Nationals when I found a false neutral between second and third gear, which I had put down to still getting used to the bike and not shifting firmly enough – rider error.

At the National finals in October, I again qualified well, but lost in the second round when third gear refused to engage until the third or fourth attempt. As I pulled off at the end of the strip, there was a shudder and a crunch and the gearbox sounded like a bag of nails had been emptied into it. At first, I thought the engine was totalled. Clutch in, kill switch and coast to a stop. The bike appeared to be stuck in gear, despite the neutral light being on. A bit of gear lever wiggle and rocking back and forth (the bike, not me just yet) found neutral and gears could then be selected and I rode cautiously back to the pits. As I put the bike into neutral and leaned the bike onto the sidestand I was treated to another cacophony as the bike again tried to select all of its gears at the same time.

My weekend was over and so was the season. I had finished fourth in the championship. Not too shabby on a bike I had only ridden a handful of times.

Tales from the Shed



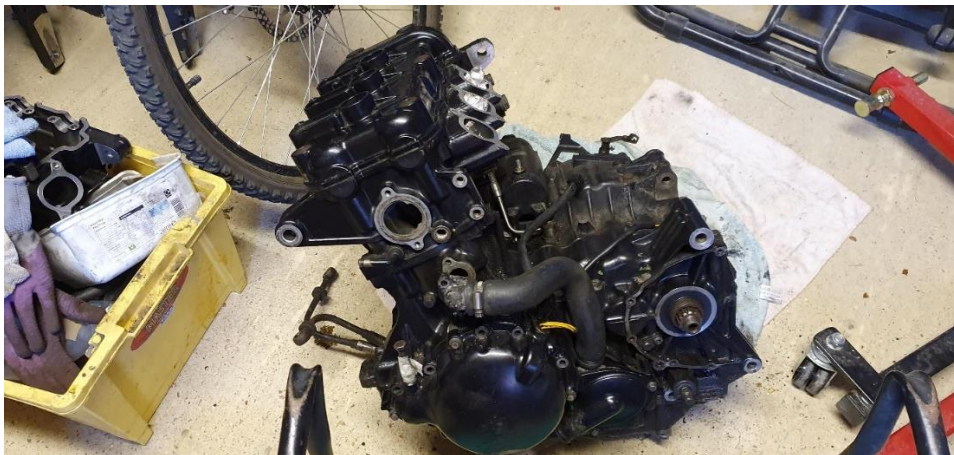
At least I would have five months to sort things out before the next season. However, I'll make no secret of the fact that gearboxes scare me. I had a vague idea of how they work and they only make me happy when they are doing what they are supposed to do. The thought of having to pull one apart and fix one filled me with apprehension, so I started to research and ring around to see how much it would cost to have it done professionally. Ouch.

One of the people contacted was Clive Wood, ex-racer and Triumph tech who knows Triumph racing engines and gearboxes inside out. "Don't bother" was his advice as part of a long conversation about pros, cons, cost/benefit and all things racing which resulted in a change of plan and the Daytona being mothballed in the corner of the garage.

A plan was hatched to race a Street Triple 765, but that's another story, and to find a complete motor to put into the Daytona as funds and time allowed.

Have you ever tried to find a decent 2001 on Daytona 955i engine? Few and far between is an understatement and my initial enthusiasm ground to a halt as the new season approached and my attention turned to racing again.

Fast forward a year to the end of 2019 and a chance conversation on a club night saw me picking up a 'full power' 955 motor up locally at a very fair price. With the race season looming and I had a few jobs to do on the 765, so I planned to clean it up and prepare it ready to shoehorn it into the Daytona over in the summer holidays.



Tales from the Shed

Then before you know it, it's March, Covid-19 has got a bit unruly, I don't have to go into work and I only need to work from home for a couple of hours in a morning. To keep some sort of routine I allocate three afternoons a week in the garage with the plan that after couple or three weeks I'll have the motors swapped over and then I will be ready to start restoring my Trophy 1200.

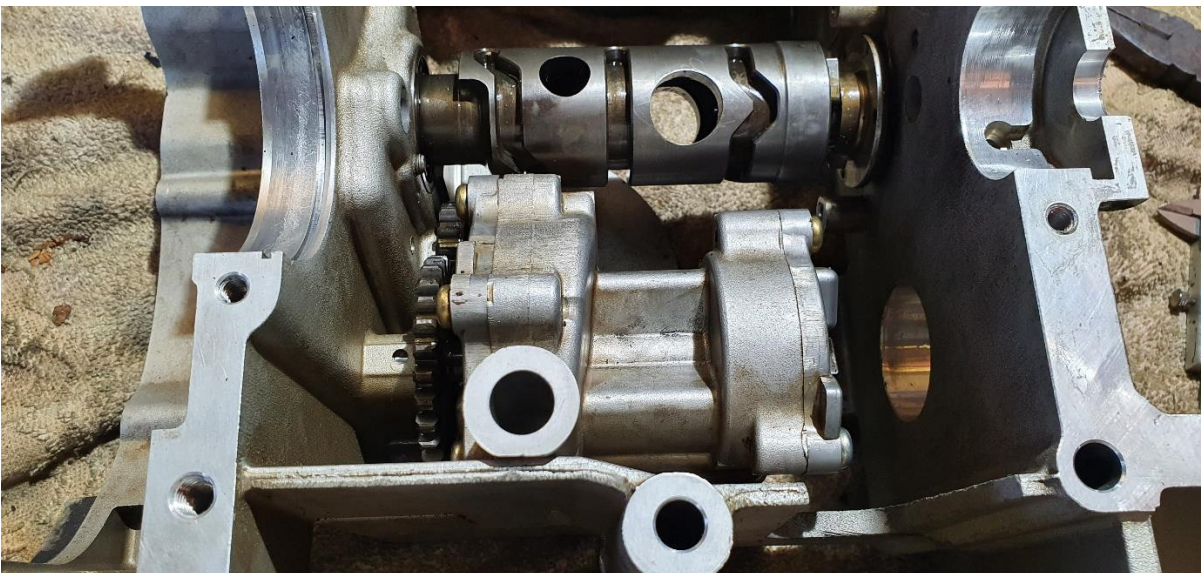
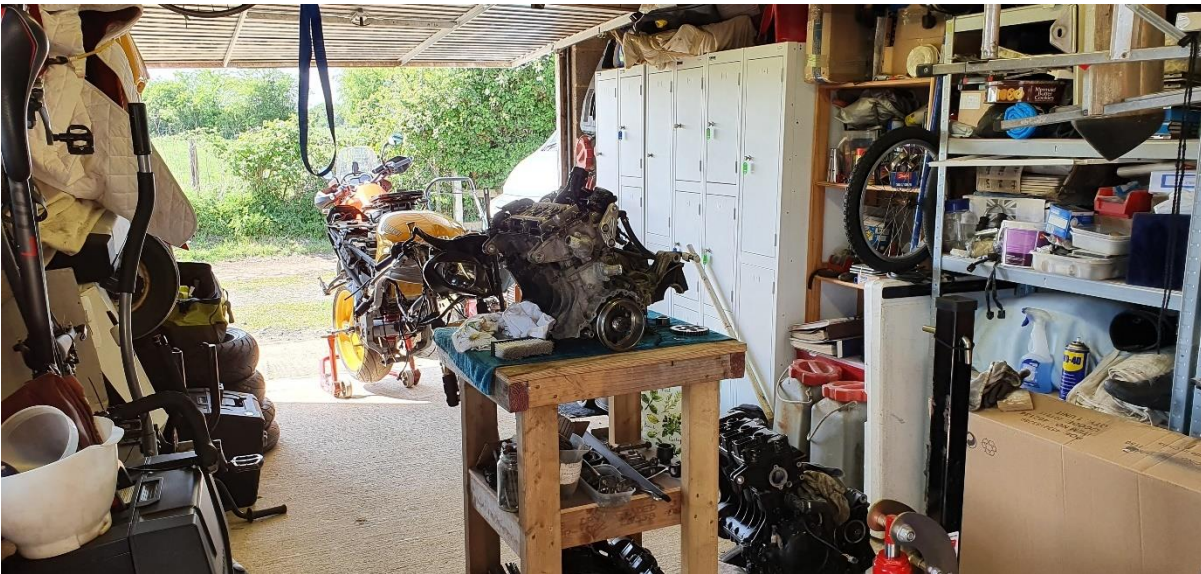
The best laid plans and all that...

I had dropped the engine from the Daytona some months previously and as I cleaned up the new motor ready to fit and started to swap ancillaries, I start to notice differences between the two engines. It turns out that the replacement engine is from a 955 Speed Triple and not a Daytona. Less power, different stator and ecu and enough differences to make the swap a real pain.

Plan C it is then. Unable to find a suitable engine to swap, I bite the bullet and buy a complete second-hand gearbox from a breakers. I'm going to strip my motor and replace a gearbox.

I spend the next week online. YouTube is my new best friend. How a gearbox works. How to fix it. How to mend your broken trolley jack. Google finds workshop manuals to download. Remember make notes. Work methodically. Take photos. Label stuff.

Here we go.



Knowing that I would need lots of service items I sourced most of them from Sprint Manufacturing, not always the cheapest, but decent quality, in stock and an easy to use website.

Tales from the Shed

For some stuff though, I went generic – a box of assorted O rings from RS Components, a big roll of gasket paper from Amazon, which together cost me less than just the O rings from Triumph. I have a Trophy engine or two to rebuild too, so long-term savings as well.

Part way into the job I decided to buy a workshop manual as I found trying to flick back and forward electronically was a right royal pain in the butt – and too many pages to print economically. Well worth the money



Of course,
nothing ever
goes smoothly.

When I attach the bike to my Abba Skylift, with the plan to raise the bike and then lower it onto supported engine rather than lift bike up into the frame. Pump away as I might, the lift is going nowhere. It soon becomes apparent that the lift has lost all its hydraulic fluid over the winter. And, no surprise here, despite getting little use, it is over 3 years old and well out of warranty. An email to Abba asking if they stock spare seals elicits a quick response. Yes, they stock the parts and they will send them out to me. It may take a couple of days as they are running with limited staff due to the lockdown and the following week a complete new pump piston and seals arrive in the post. Free of charge. Thank you, Abba lifts for your good old-fashioned service and customer care.

Bike on the Abba Lift, engine on a coffee table supported on a borrowed engine hoist, the frame lowered onto the engine and it's bolted back into the frame. Easy.

Ha, ha, ha, ha! If only.

What a complete pain. Four and a half hours. If the front lined up, the rear mounts didn't. Get the rear in place and the cam cover wouldn't clear the frame to lift the front enough to line up. I eventually found that by lifting the front by about 45 degrees just past the engine mounts, then swinging the back up into place there is about 1mm of clearance to then get the rear mounts lined up and drop the front to line up with the mounts. Easy when you know how. Then you spend an hour measuring and aligning because the workshop manual is wrong. It says the spacers fit on the right-hand frame mounts. Not on mine it doesn't. They need to be on the left for the sprocket to line up correctly. Then I see the asterisk in the manual which says "On the motorcycle we stripped and rebuilt the spacer was on the left." Aargh!!!

The rest of the job went relatively smoothly, I had a connector left over that I couldn't place – turns out to be a redundant one, which could be why I hadn't labelled it during strip down. Oil and coolant

Tales from the Shed

added, tank refitted, battery charged and after a few attempts on the button, the engine coughed into life and settled down to a steady tickover. Check for leaks and drips, and still on the Abba stand, changes up and down the box.

I am fortunate to have a private road that leads to my garage, gravel in parts, grass in others, but long and straight enough for me to get up and down the box to check that it is all working. Working slicker and smoother than it has since I have owned it.

Time to put the body back on and make it look like a proper bike again.



Lifting the fairing down from the shelf where it had been stored, it was clear that a family of mice had made their home in it over the winter. No signs of present occupation and no damage to the plastics, but I will need to check there is no other stuff that has been mouse-jacked over the winter. All refitted and looking like a bike again.



Next job is to remember where I put the infill piece at the bottom of the fairing and where I hid the mirrors. Then it's MOT time

To conclude, I would say that if you have a reasonable knowledge of how engines work and enough space to do it, then jobs such as this aren't too difficult. Do your research thoroughly, work methodically and take your time. Don't rush and anything is possible. It took me 10 weeks instead of the two I expected, but a couple of those probably spent waiting for bits (and just standing looking at stuff!).

Tales from the Shed



Oh. Take photos as you go. Lots of them. And when you think you have taken enough, take some more. Label everything.

In indelible ink.

Not pencil.

It rubs off.

And when you have finished and it is all back and working, it doesn't half feel good.

Now, do I race it or sell it?

Dave Grundy.



Les Barras keeps his bike under wraps on the night that the concours should have taken place.

2013 and Barry Gambrill bought a new Explorer.

He decided that the best way to rack up the 500 miles required for the first service was to ride it to Cornwall and back.

