



Thunderbird Times

September 2010

Newsletter of the Mighty South London branch of the **TRIUMPH** Owners Motor Cycle Club

Skimmington Castle Run

The last Tuesday run of the summer (?) attracted 25 assorted bikes. Despite fog between the top of Reigate Hill and Merstham, everybody arrived OK, and, as usual, the pub put on a good spread of nibbles. **M**

For those of you who missed it, Dave Porter and Mike Avel came down to the Prince of Wales and asked how we felt about the size of Nacelle, should it be made bigger? Should it be put on-line? Should it keep the same name? The Club has found a way to cut printing costs of the magazine. The saving could be used to pay for a better presented mag. There was lively discussion, and the general thought was that a bigger mag would be welcomed.

Dave also asked for comments on the last Gaydon Rally in 2009. Plans are for the 2012 national rally to be held back there. There is talk of block-booking a hotel or two, in the vicinity and perhaps organising coaches between the Rally and the hotels.

They took away our comments and suggestions, and will collate them, so by the end of the year they will have approached all Branches, got all opinions, and will be able to act (hopefully) in accordance with the wishes of the majority of Club members.

He also spoke about the Rally that will be held in Kelling Heath Holiday Park, Norfolk, in 2011. Details are in the October Nacelle.

I am happy to say that there was a reasonable turnout of MSL bodies, and Dave and Mike were very impressed.
Doddie

Had some luck at last. My German pal, Cnut, yes its spelt correctly, asked if I wanted to go to Silverstone with him as a work mate had given him some tickets for the BSB. What he never mentioned was that his friend had won a competition and the tickets were VIP with Swan works Honda Team. Full complimentary in their huge marquee, meals, booze and visit to their pit and riders etc. Best of all pictures with the broly dollies, eat your heart out Dave Kent!. Dead handy as the weather was bloody awful. To ice the cake after talking to the riders and their manager, they listened to my advice on improving the bikes and won their first race of the season. Cnut was given a front tyre for his track day Daytona that he is riding on Tuesday at Silverstone by coincidence, lucky lad. I bought a raffle ticket from the Swan dolly and asked what charity it was for, as told it was for cancer research. Lovely, except that Swan is a brand of cigarette papers, like Rizla, so that's OK then!!! **Ron Granger**

MY T90 SAGA

I decided my T90 needed a close look at when it started sounding more and more like a Singer sewing machine.

I had already had Ace Classics look at it when it developed too many leaks than I could cope with and its running was "rough" and I could not trace the fault.

They ended up fixing the leaks, changing the main lay shaft bearing, the primary drive sprocket and a seized advanced and retard mechanism. *Big hole in the wallet, Blooming heck!!*

So, I called for the club's Triumph repairs team, ...Batman and....Sorry, Brian Benn and Barry Bryant.

To locate the source of the "sewing machine" noise, they decided start with checking the gear box and timing gears, being the lesser of two evils, the worst being splitting the crankcase.



Things were brought to a halt when three quarters of a tooth was found to be missing on the crankshaft timing gear. – *Strewth!!* This confirmed the route to take as it was not known if the tooth was inside the crankcase. The crankcase was split to reveal a number of problems, but no missing tooth.

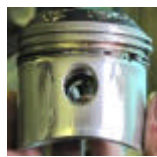


Problems – *are you all still awake!!!*

1. The roller bearing, with Russian markings, on the primary side of the c/shaft had a “rumble” in it and the inner race had at some point been slipping on the c/shaft.

I think this has been changed before or did Triumph import bearings?..*hmm, very strange.*

2. The phosphor bronze bearing on the timing side of the c/shaft was scored and needed changing. The C/shaft was skimmed 10 thou to take the phosphor bronze bearing to complete the repair.



3. The nearside piston had “witness marks”, but not scored to need replacing.

4. The marks on the piston were due to the fact that its connecting rod had an approximate 10 thou bend in it. *What has been going on with this engine!!!!!!* This was rectified by having both the small ends replaced, machined parallel with the big end.

5. One of the pushrod’s “head” was loose, not sure what affect that had on the engine performance.

6. One of the tappet blocks had a chunk missing from it!....*blimey what else!!*

Luckily this was the last of the problems....*phew!!!*



New valves, guides, big-end shells, gaskets, pushrod and all ancillary bits and bobs were fitted.

All the gearbox bearings were checked by Mog, who also supplied the replacement Main bearing.

I had a bit of a hand in the proceeding by cleaning and greasing the clutch mech. and the gear change mech.

Anyway, the engine was reassembled and treated to new stainless steel bolts and screws, a sand blasted barrel and head and the correct barrel colour of high temperature silver paint

The bike now, thanks to Barry and with help from Brian, runs “a treat” and looks great.

I am very pleased with the result and it now doesn’t sound or feel like a sewing machine and can look forward, hopefully, to trouble free biking miles!!!

Dave Lidbury

Just in case you’ve missed the latest bike safety invention, take a look at this.

Be sure to watch it to the end...

<http://biertijd.com/mediaplayer/?itemid=21816>

Should the club hold the national rally in Lincolnshire again, watch out for the local constabulary’s latest high-speed pursuit vehicle.



EVENTS

Oct 16th Kempton Park autojumble
Oct 24th RealClassic MC Show, & Bike jumble, Ardingly

THE CLUB:

Meets at the Prince of Wales, **98 Morden Road, London SW19 3BP**

(020 8542 0573) every Tuesday from 8.30 pm

Runs leave the pub at 8.00pm sharp, 4th Tuesday of the month, April to Sept.

Please ensure you have a full tank of petrol.

CLUB CONTACTS:

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Light travels faster than sound. This is why some people appear bright until you hear them speak.