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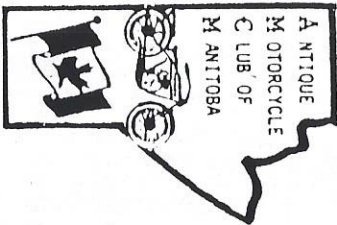
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EDITOR.....	John Daigle
ASSISTANT.....	Corrine Daigle
CLUB PRESIDENT.....	ED MAISEY (204) 668-4404
Past President.....	Ed Maisey
Secretary.....	Parker Fillmore
Treasurer.....	Siggi Klann
Librarian.....	John Guntner
Activities Manager.....	Craig Kraft
Public Relations.....	Glenn Komosky
Properties.....	Ray Houde

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RUST 'N PIECES is the Official Bi-
Monthly Publication of THE ANTIQUE
MOTORCYCLE CLUB OF MANITOBA
(Est. 1977) P.O. BOX 1074, Winnipeg,
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effort to take care of unsolicited
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for damage in the mail nor do they
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safety of same.

NEXT MEETING

MONDAY, FEBRUARY 27th, 1989

at

7:30 P.M. SHARP

HONDA OF CANADA
INKSTER AND KEEWATIN

LETTER FROM THE EDITOR

It's mid January, the bike is sitting in the garage with parts missing. The speedo and tach away for repairs, some parts in to be chromed, the head off for decarbonizing. Doesn't much matter, there's ten feet of snow in front of the door anyway...WINTER! But even though the bikes aren't active the bikers are.

The Executive met, January 24th at Sigg's place. The outgoing members passed their shopping bags full of information to the incoming. Sigg supplied the coffee and donuts and in between the bike talk some business actually took place.

The new Executive decided to meet more often throughout the year. Next meeting to be at my house, April 12th. Some dates for upcoming events were kicked around and it was decided to review the constitution and bylaws.

I think we should applaud the people who have put in their time to make this club what it is. To Chuck and Sandra, Joanne, Irv, Dave and Jim... WELL DONE! You have laid the ground work for the new Executive to work on. To Sigg, Craig, Ed and Ray, who have agreed to serve again...THANKS!... And to Glen, Parker and John our new members...GOOD LUCK!

As Editor, I hope to continue the standards set by Chuck. My wife, Corrine will assist me. Feel free to contact us. We encourage you to send your pictures, articles and criticisms. We will print your pictures and articles and file the criticisms in the round file.

I'll warn you from the start, I am a Triumph fanatic. You guys of other persuasions will have to assist me with information on other makes if you don't want to get triumphed to death. Your input would be welcomed.

I'm looking forward to good rides and times in the coming year...the snow will melt sometime.

J. D.

LIBRARY REPORT

January 1989

Finances as of January 24th, 1989

Total equals \$79.66

Subscription to Classic Bike for 1989 to be paid from funds. Missing copies of Classic Bike as of this date, December, 1986. Please check your reading material and return to the Librarian to keep our collection complete. Thanks very much to the members who donated items to the library draws over the last two years. A new Librarian, The new Librarian John Guntner, would also be very grateful for your kind support, I am sure.

Thankyou.
Jim Gold.

FINANCIAL REPORT

RUST 'N PIECES
1988

Carried over from 1987	\$111.13
Total Advertising 1988	759.00
Interest on bank acct.	7.24

EXPENSES

Printing	\$347.09
Postage	321.40

PROFIT	\$208.88
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TREASURER'S MESSAGE

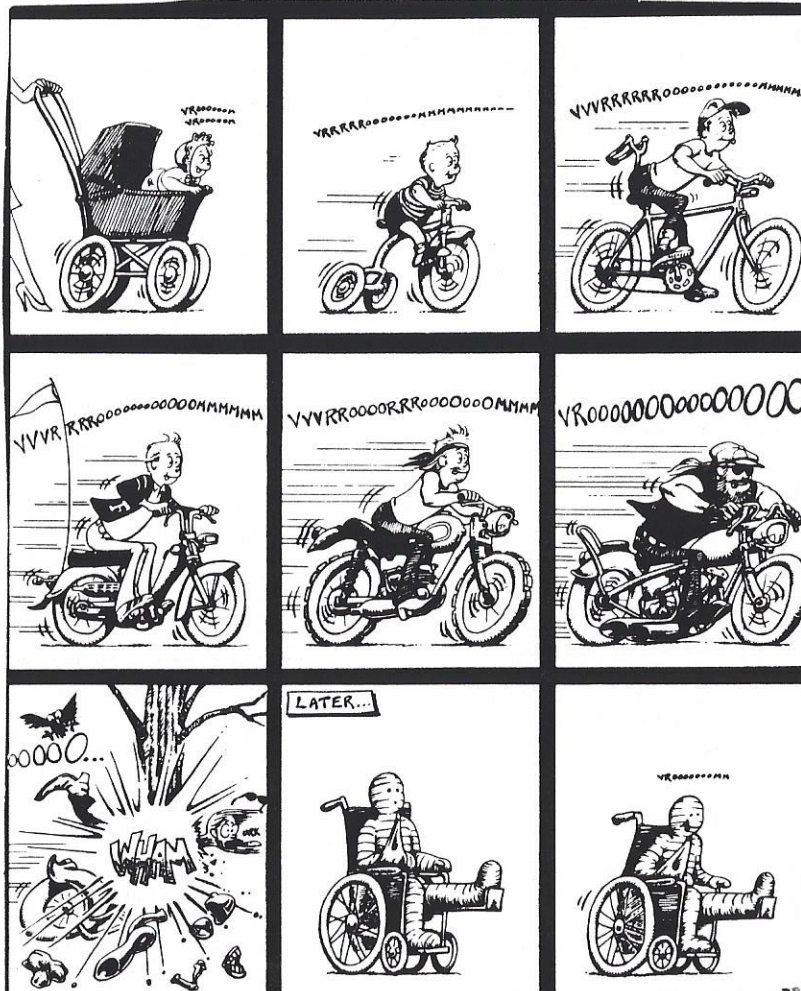
Your 1989 Membership dues are up at the last meeting in February on the 27th. Dues are \$15.00. Please renew your membership dues and also fill in your 1989 application and roster form so that you may continue to receive your RUST 'N PIECES.

If you cannot make the meeting you may mail your application form and dues to the club address.

Sigg Klann



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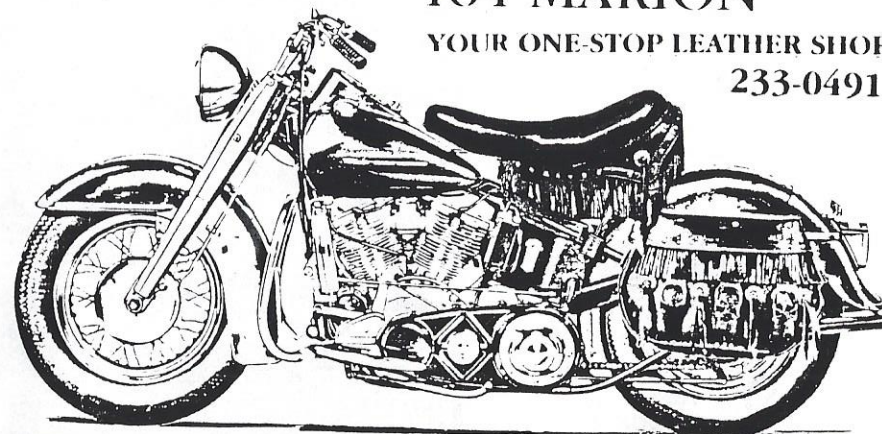
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LETTERS

January 2, 1989
Sturgis

Dear Fellow Members,

John Bennett of Biggar, Saskatchewan, has informed me that the "TENTATIVE DATE" for the Biggar British Bike Rally is the first weekend in August.

I realize that is still seven months away. However, time flies once the roads are dry so I would like to mention this at this time. My family and I live on a farm approximately half way between Winnipeg and Biggar. Anyone who may be interested in going to the Biggar British Bike Rally and is looking for a place to stop is welcome to give me a call. The number is (306) 548-4600.

Yours truly,
Grant Weeks.

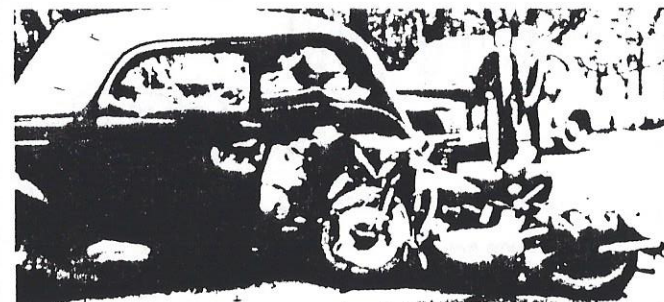
December 22, 1988
The Pas Manitoba

Dear Club,

Another summer has passed. The '42 is still not completely restored but at least has had a few miles put on it. Hopefully next year I will be able to make some of the events.

Merry Christmas and a Happy New Year.

Keven and Lucille.



PHONE 477-5040

Kilgour-Bell



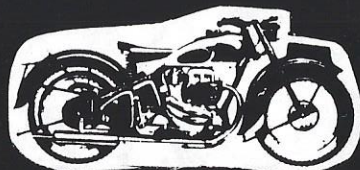
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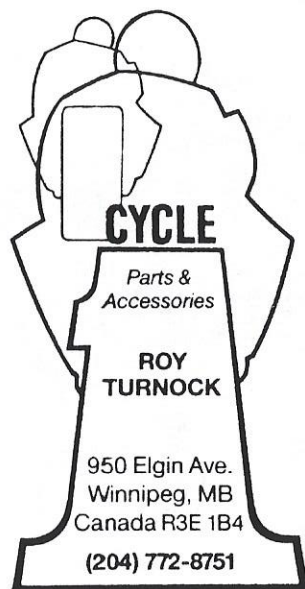
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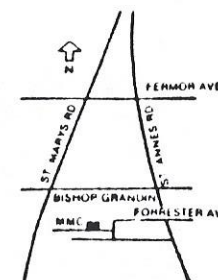


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MINUTES

MINUTES of a meeting of the Antique Motorcycle Club of Manitoba Inc., held January 30, 1989, at Honda Canada, Inkster and Keewatin, Winnipeg, Manitoba.

Members Present - 22
Guests - 1

1. Call to Order

The meeting was called to order at 7:30 p.m. by President Ed Maisey. Ed welcomed our guest, Gerry Piroton from Action Blast.

2. Minutes of Previous Meeting

Subject to noting the error in the date of the next meeting which should have read January 30 as opposed to January 20, a motion was made by Chuck Murray to adopt the December 19, 1988, Minutes. The motion was seconded by Craig Kraft.

3. Business Arising from the Minutes (Old Business)

- (a) Ed Maisey reported that he had paid a \$100.00 deposit on the license plates and that production was under way and that the plates should be available shortly.
- (b) Craig Kraft is still waiting to hear from anyone willing to volunteer their home for the purposes of a social function. Anyone who would like to volunteer their home is asked to contact Craig.
- (c) Chuck and Sandra Murray are finalizing the arrangements for the presentation to Honda Canada as a token of our appreciation for their allowing us to use the facility. The presentation will likely take place during the day and Chuck will provide us with a further report at the next meeting.

4. Executive Reports

- (a) Treasurer - Siggi Klann
Siggi reported that he had issued a cheque to Ed Maisey for \$100.00 with respect to the deposit on the license plates.

A cheque had been issued for \$17.63 for a plaque and trophy.

The balance standing in the bank account as of December 19, 1988, is \$2,352.29 and once Siggi has received and accounted for this year's membership dues then a more complete statement and financial report will be provided.

Siggi also reported that new banking arrangements had been finalized to give he and President Ed Maisey signing authority on the Club account.

(b) Librarian - John Gunter

John reported receipt of the following publications:

- Classic Bike
- Vintage BMW Bulletin
- The All American Indian Motorcycle News
- The Laughing Indian Rider News
- The Retarded Spark News
- The Re-Cycle News

A library draw was held at the end of the meeting for a Harley Davidson anniversary magazine which was won by Glenn Komosky.

(c) Properties - Ray Houde

Ray still have the usual pins, crests, and tee-shirts for sale. He will be putting in an order for more large and extra-large tee-shirts as we presently have only small and medium in stock.

(d) Activities - Craig Kraft

Craig presented the photo-run plaque to the winner, Glenn Komosky and also presented Siggi Klann with a trophy for the first restoration of 1988.

The photo tour is again planned for next year and Craig will provide us with further details at a later date together with information on planned activities for the 1989 riding season.

(e) Editor - John Daigle

John Daigle is away from the city for the next month or so and his wife Corrine has agreed to fill in for John during his absence and will also be co-editing Rust N' Pieces with him.

(f) Public Relations - Glenn Komosky

Glenn advised that we have two new advertisers for the Rust N' Pieces being Canadian Motorcycle and Birchwood Honda.

Continued From Page 18

Collins/THE MEN

demon with a passion for speed.

As iron filings are drawn to a magnet, so his spectacular, full-throttle, give-the-bike-its-head style attracts admiration and respect from other riders, admirers and the fans.

If he does have a weak spot it is his starting or, more so, producing consistently fast starts from the tapes which is so important in speedway. For vitally important races, however, he always seems to be able to muster that little extra from his efforts and save the day.

It is Collins' ability to come from the back and win even against the toughest opposition that typifies his races, for it is the sight of someone in front that

urges him on to produce his own magical skills of balance, control, trackcraft and rip-roaring pace that thrills the crowds.

Fourth in the BBC Sports Personality of the Year competition, preceded by third in the *Daily Express* Sportsman of the Year event, are proof of his growing recognition and public popularity over the last few months of 1976.

However, back to his career. He built himself up to number one at the Aces over the next two to three seasons, winning the British Junior Champion title in 1973 and undertaking two long and highly successful trips with British Lions tours of Australia.

Opposite page: Peter Collins awaits the start of a race on his 500cc Jawa

Below: Peter Collins riding for England during an international meeting in 1975

Below right: Peter's other success of 1976 was marrying his attractive girlfriend, Angela, and the pair are pictured here after the World Final in Poland

Peter was capped for Young England in his speedway debut year, 1971, and represented the full England team for many years. He shined for his country, too, in World Team Cup events with a maximum 12 points for the Great Britain team in the Wembley final in 1973, 12 again the next season for the succeeding England side in Poland, and, to cap it all, another maximum in the Norden, West Germany, final in 1975.

These were performances unrivalled by anyone, anywhere, in that world championship. Although he was twelfth in his first individual world final with 6 points in 1973, the following year he moved up to sixth in the world scoring 9 points in Sweden. In the build up to the final that year, he won an exciting run-off for the title of European Champion, beating former world champions Ole Olsen and Ivan Mauger - it was the first significant title held by an Englishman since the later Peter Craven won the world crown in 1962.

The tight-cornered Wembley track, which had witnessed so many of his triumphs, looked his best chance of gaining world honours in 1975. Two race wins set him on his way but then a disastrous third race, when he finished last, quashed his early strong challenge. Ole Olsen rode superbly for his second world title on a dusty, bumpy and strongly criticised track.

Unbeaten in 1974 and 1975, it was the stylish Olsen again, riding the new and more potent four-valve Jawa, who Collins prevented from repeating his World Team Cup record in the British League Division One Riders' Championship in 1976.

You cannot win them all - one big omission in his list of victories is the British championship - but certainly Collins has the skill, determination and aptitude, with the delightful knack of setting and extending new records in the sport; he is a worthy world champion.

To make a fairytale ending to 1976, he also won another victory of sorts off the track - he married fiancée Angela Hilton in November.



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Glenn is going to contact some shopping malls to see what kind of lead time and what interests they may have in having the Club set up a display and Glenn will get back to us with more details at the next meeting. Approximately seven members or so indicated interest in showing their motorcycles.

5. New Business

- (a) Ray Houde indicated that there was ice racing coming up in Selkirk and in Gimli and to watch for advertisements in the Free Press for dates and times. Further information may be obtained from Kim at 257 9910.
- (b) The Club received a letter from member Grant Weeks who lives on a farm near Biggar, Saskatchewan. Grant indicated that the Biggar British Bike Rally was to take place during the first weekend in August and he would be pleased to hear from any members who wish to stop by and visit if they plan on attending the rally. He may be contacted at 306 548 4600.

Tiny Robins announced that the Manitoba Motorcycle Club was holding a Spring Fever Reliever Social at the Bourkevale Community Club on Saturday, February 25, 1989. Tickets are \$7.00 per person and may be obtained from Tiny.

Irv Loewen received a letter from a chap in Edmonton who would appreciate any assistance or advice in restoring an old Triumph motorcycle. If anyone is interested they can get the individual's name from Irv.

- (c) Siggie Klann made a motion to the effect that the Club hold the Fall corn roast on its own as opposed to sharing it with any other club. The motion was seconded by Dave Tissot. A vote ensued and the motion was carried.

Ed Maisey pointed out that this was no reflection on the Manitoba Motorcycle Club but it generally was felt that there would be more participation and more vintage bikes showing up if it was held solely as an antique club meet. We may have to locate another spot to hold it as opposed to having it at the Chocquette's. Craig Kraft was going to check with them and if their place was unavailable then we will have to come up with another location.

6. Other Business

Glenn Komosky introduced guest Gerry Piroton from Action Blast. Action Blast is a local Winnipeg company who has been in the sandblasting business for a substantial period of time. Gerry brought with him samples of some of the work that his company has done and gave a presentation on how his company may be able to assist our members in blasting frames, parts etc.. Action Blast is located at 3000 Notre Dame Avenue, Winnipeg and if any members have additional questions they are free to call Gerry at 694 7777. President Ed Maisey thanked Gerry for his most informative presentation.

7. Date of the Next Meeting

The date of the next meeting was tentatively set at February 27, 1989, but Chuck Murray is presently working on a new schedule with Honda Canada and the date for the next meeting and up coming meetings will be confirmed by Chuck shortly. (THIS DATE IS CONFIRMED AT PRINTING.)

8. Adjournment

Dave Tissot made a motion to adjourn, which motion was seconded by Jim Harrison. The meeting adjourned at 8:55 p.m.

Parker Fillmore - Secretary

MOVING ? PLEASE ADVISE CLUB OF NEW ADDRESS.

Quiet, modest, shy even, Peter Collins off the track certainly looks the character usually described as 'that nice young man who lives round the corner'. So he is, too. However, for those who live in the Lymm neighbourhood of Cheshire, and to the hundreds of thousands of speedway fans throughout the world, he is much more than that: he is Peter Collins, World Champion.

For, at the magnificent Slaski Stadium at Chorzow, Katowice, in Poland in September 1976 before a huge 100,000 crowd, he trounced the fifteen strong opposition (an American, an Australian, a Czech, a New Zealander, a West German, two Russians and four riders each from England and the hosts, Poland) to reach the pinnacle of his short speedway career: his first world championship title. It was a triumphant day for England and particularly memorable for the 2500 ardent British enthusiasts present.

22 years old when he won the crown, Collins' fine achievement marked the first English victory for fourteen years, and only the fourth English win in 31 finals altogether, dominated in the past by riders from New Zealand and Sweden.

Born on 24 March 1954, in Manchester, Collins riding a motor cycle is like a dolphin in the sea - he is a natural. The eldest of six children - five brothers and a sister - his earliest experience was gleaned hammering a 98cc Villiers, followed by 'bitsa' BSAs and Triumph Tiger Cubs, around the fields of the family farm near Lymm: fun and games were also practised with a now famous pair of speedway brothers, the Mortons, Chris and Dave. The second eldest Collins, Leslie, after a successful 1976 season riding for Stoke in the National League, moved up to join his famous brother in the Belle Vue team for 1977.

It was watching Belle Vue as a seven-year-old fan that first sparked off Peter's enthusiasm to compete. Eligible to race at sixteen, his first competition was a grass track event and he met with instantaneous success by winning his first race. Nearby Frodsham enthusiast, Jim Rowlinson, the first to predict that Peter would one day become World Champion, took him under his wing and provided sponsorship for the next season. On his bikes, Peter won the British 350cc grass track championship in 1971 at 17, the youngest grass champion ever. That

Right: Peter Collins seen hard at work at a grass-track meeting at Lydden Hill in Kent. On grass or cinders, Peter shines and is usually the man to beat

World Champion of the Cinders

It took Peter Collins only five years to progress from British Grass Track Champion to 1976 World Speedway Champion

success was repeated the following season supported by second places in the 250cc and 500cc championships. His first days on shale came in 1971 and, seeing his potential, Peter was signed up by Belle Vue and loaned out to get experience with the next door club, Rochdale, the home of the Hornets.

His rapid rise to fame swept all before him with an average 9.80 points out of a possible 12 at the end of the season with the Hornets; also he managed a 6.36 average for a shorter Belle Vue Aces racing programme. A reserved personality, the dark, curly, brown-haired youngster may have been, but once on a bike he changed to a



Continued on Page 20

This will help prove ownership, be a useful record should you wish to sell, show a prospective customer exactly what has gone into the machine and maybe frighten you at the size of the cost of a restoration.

Workshop

This has been the subject of many articles which seek to describe an ideal arrangement but for most restorers it is either their garage or garden shed. Some lucky people have better premises and some much worse and the work that comes from the shop may bear little relation to its size and facilities.

It is possible to produce a concours Triumph in a small, drafty shed and many people have done just this. However the job of restoring a machine is not an easy one and the exercise is supposed to be an enjoyable hobby so it makes sense to at least be able to work in comfort.

There is seldom much you can do about the size of your workshop but basically one can say that the smaller it is the more you need to have it well organized. Whatever the size it must be clean, dry, warm and well lit. The first job is to stop the roof from leaking and the next to check the floor and consider sealing its surface. Aside from the dust problem, which sealing greatly reduces, it also makes it much easier to find anything dropped on the floor. Normal concrete is gritty and finding small screws can be difficult.

With the roof and floor fit the walls can be seen to and a coat of white emulsion brightens the atmosphere no end and helps the efficiency of the lighting. This must be good and fluorescent tubes are essential. They should be the daylight white type and may need to be supplemented by a bench light and a hand torch or wander light. It pays to wipe the tubes over occasionally as they tend to get dirty in a workshop and any reduction in illumination is a handicap. If likely to be knocked at any time they should be protected by a guard.

Some people share a workshop and this can be a great help but only if you get on well and can work side-by-side. For some jobs a pair of spare hands can save a lot of time and trouble while discussion of a problem will often solve it.

Just as important as sharing with another person is sharing the restoration site with another machine. If the same shed has to garage a machine in daily use then sooner rather than later it will come in wet and dirty. Not impossible to live with but a factor to remember when deciding what can and cannot be attempted at home.

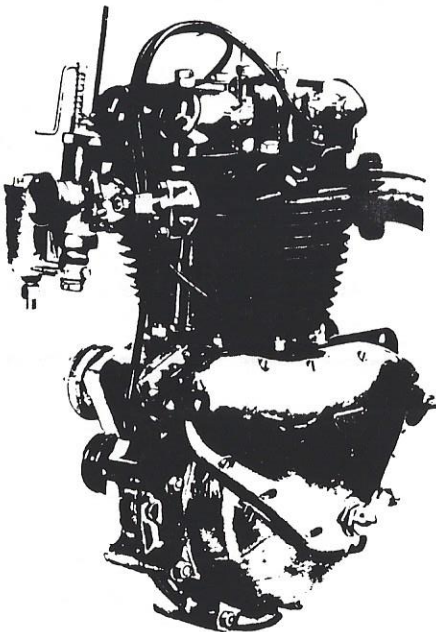
1948 Tiger 100 engine fitted with BTH magneto. Note HT leads clipped to right of carburettor, they went on the left from 1954

Equipment

The workshop has to be fitted out and the first need is a bench to work on. This must be solidly built and firmly fixed in place. Next on the list is a machine bench with a means of running the motorcycle up onto it and finally come shelves of various sizes for the storage of parts, tools, equipment, spares and consumables such as oil and grease. Don't forget a place for a large box of small depth in which to store your gaskets.

The bench needs a vice and you may also wish to make up an engine stand. This can be constructed in wood or metal and its purpose is to stop the unit from falling over on the bench and maybe damaging itself. To be really useful the stand needs to be clamped down to the bench and the same effect can be achieved by holding the engine, or gearbox, in the vice. This then leaves both hands free to do the work but does emphasize the need to fix vice and bench securely. Needless to say the vice must be fitted with smooth jaws to avoid marking the castings.

Hand tools are best stored on a board so they are easy to reach but keep files beneath the bench to avoid any chance of metal particles getting into the works. Your hand tools are likely to have been accumulated over the years and may be of a variable quality. Now is a good time to get ruthless with them and separate the good from the rest.



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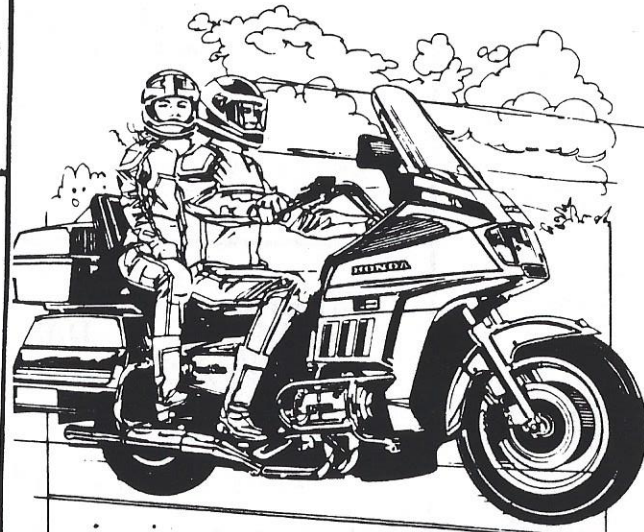
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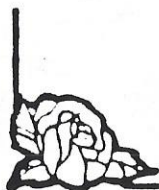
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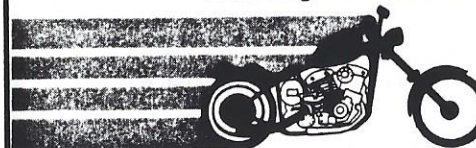
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could be to repair damage as required for general use. Maybe this would include changes to enhance performance, reliability or appearance. Or the aim can be a complete restoration to original condition, or even beyond with more chrome, polish and sparkle than even a Meriden show model.

The decision belongs to the owner just as the machine does. If you want it all chromed, all original or all bituminous black that is your choice. The choice itself depends on many factors, aside from the owner's wishes for time, money and facilities will all affect what can and will be done.

Assets

Motorcycle restoration or repair requires time, money and equipment. It is necessary to have all three to some degree and possession of a large quantity of any one will ensure the desired result can be obtained. Given plenty of time it is possible to achieve the highest of restoration standards using very limited facilities and for a minimal cost. A deep purse will enable the project to be farmed out and completed in a short time without the need for much equipment. The ultimate stage along this line is to hand the project over to a professional restorer with a wad of money and a delivery date. Even then it may require some organizational skills and a degree of determination to meet the due date but most people with that depth of purse have those attributes. Finally, anyone with the fullest of workshop facilities can accomplish a restoration at minimal cost and surprisingly quickly.

It must be noted that all three assets have to be present to some degree as no matter how well endowed the owner is in one aspect, the others are also needed, even if only in small amounts.

Abilities

The Triumph restorer must also try to make a realistic assessment of his or her abilities. Some of us are just less well blessed with manual skills than others and it is very important to realize one's limitations early on and make plans to get round them. This may mean making sure you have the correct tools for particular jobs or maybe deciding to farm some of the work out.

An example of the need for the correct tools is the camshaft gear on the Triumph. Up to 1971 a special

puller must be used to remove it and normal practice is to buy one. But, given the equipment, one could be machined from stock quite quickly and easily. Or you take the engine assembly to someone with the equipment.

One's skill levels may vary and this must also be allowed for. Your expertise in some areas may be to a very high standard so accept that fact and that in others it is lower. You must judge which areas you have the required competence in and those where assistance will be needed.

Another answer to this problem is to lower the standard of your restoration. If you cannot do particular jobs and don't want outside help then the only answer may be to settle for less than a concours finish. It may be far more satisfying to rebuild a basket case into a complete reliable motorcycle than to attempt a perfect job and not achieve it for personal rather than financial reasons.

A further factor to be considered is the overall timescale of the job. If the machine is wanted for a particular date, then the planning must allow for some points to go wrong as they always do. It is much better not to have a deadline of any sort for your first restoration and even with the experience of several it can be hard to estimate when the project will be finished.

Better to allow for delays and more so if your aim is concours standard. If a straight rebuild is intended then it is easier to keep to a schedule as more of the work will be under your own control. Any schedule should allow for some delay although this can often be reduced by careful planning. Any series of tasks that depend on one another and run in a sequence should be started early so the work is not held up at a later date.

Wheels are a classic example as you have to dispoke, dismantle, clean, paint hub, renovate rim, assemble spindle and rebuild the wheel in that order.

Thus the first stage of the restoration is to decide on a machine and determine the degree of restoration to be carried out. It always pays to think this through before committing oneself and proper planning not only saves time and money but makes the work more enjoyable and turns a job into a hobby.

Receipts

It also pays to keep the paperwork in order from the start. This is dealt with in more detail later but it cannot be over-emphasized that you must be able to prove that you actually own your machine which sits in the garage, shed or front hall depending on your workshop habits. Thus it is essential to obtain a receipt for the machine or, if it is built up from boxes, then get receipts for them and for all the major purchases you make. It won't do any harm to keep the till slips of even minor items and to log all these in your records.

1 In the beginning

The Edward Turner Triumph twin of 1937 set up a machine type that remained little changed for many years and had many imitators. In itself it was modified over the years but remained in both concept and reality a simple machine of unaltered basic form.

The classic Triumph twin ranged in engine size from 350 to 750 cc. It was built in pre-unit and unit forms, with dynamo or alternator electrics and with a variety of cycle parts. From first to last it had overhead valves, two high mounted camshafts, pushrod tubes and an unmistakable line.

History

The Speed Twin was first shown to the public in the autumn of 1937 as was the practice of the English industry of that time. It was thus as a 1938 model that initial production began and as a 1939 model that the first Tiger 100 joined it. There was to have been a Tiger 85 for 1940 but it was cancelled when war broke out. Its design led to the military 3TW but this was bombed and Triumph spent the war making singles.

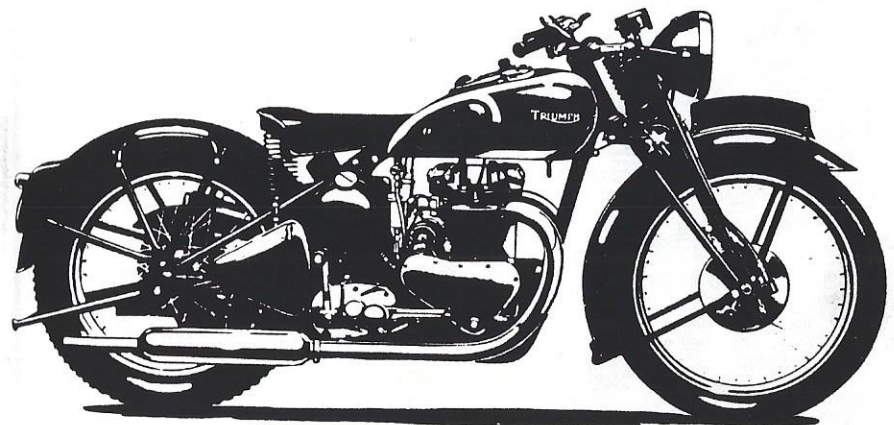
Postwar the machines changed from girders to

telescopic forks, the T85 failed to appear but the 350 cc model 3T did join the range for a while. The sprung hub was introduced in lieu of either a plunger or swinging fork frame and in 1949 the Trophy was added to the list.

In 1950 the engine size was increased to 650 cc with the arrival of the Thunderbird and the tank styling underwent a major revision. The sports 500 cc engines were fitted with a die-cast top half the next year when the 3T was dropped. 1952 brought the SU carburettor for the Thunderbird and 1953 an alternator for the Speed Twin. The same year also brought the T100c, a short lived model which replaced the factory race kit sold for the T100.

1954 saw the alternator on the 6T and a sports

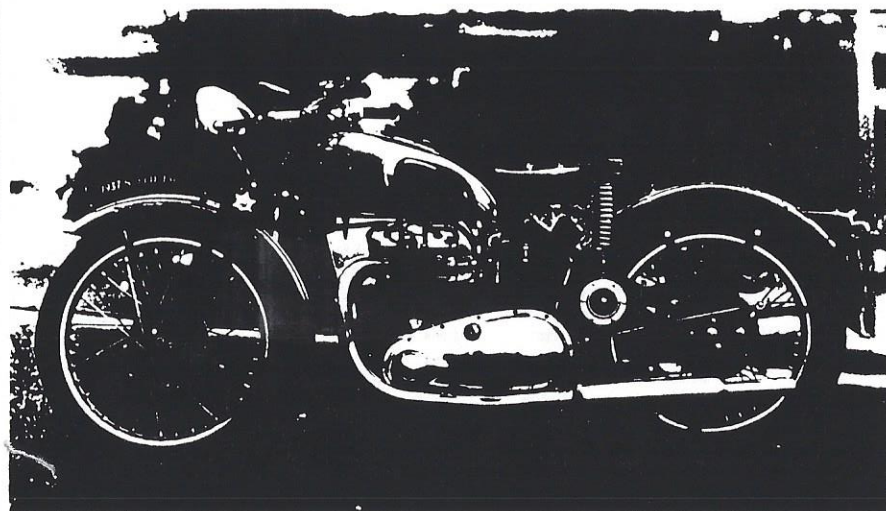
The 1938 Speed Twin with girder forks, instrument panel in tank top, mag-dyno and pressure oil feed to valve gear. This one has a painted headlamp shell although the brochure shows and quotes chrome plating



ABOVE LEFT Specification page from the 1938 brochure giving the details including that of chrome plated wheel spokes

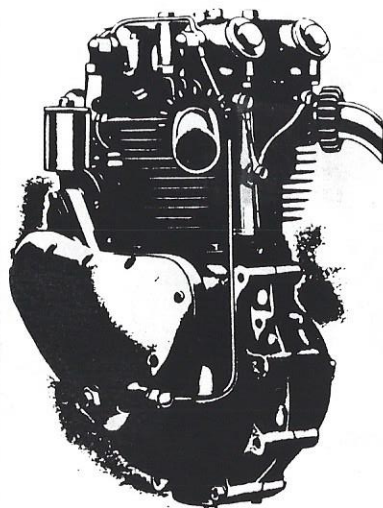
LEFT Also from the brochure and showing power, crankshaft and rocker oil pipe air brushed out

Continued on Page 17



ABOVE Drive side of a restored 5T with correct six stud barrel and crankcase used for the first 1938 season

BELOW 1938 5T engine showing the oil feed to the rockers but not the pipe to the oil gauge which came from the same point



650 cc model, the Tiger 110. It and the 500 version went into swinging fork frames and were fitted with an 8 in. front brake to stop them. The next year saw all the models in the new frame and the year after, 1956, a 650 cc version of the Trophy with the typing TR6.

In 1957 the first unit construction twin, the 350 cc 3TA, appeared complete with its bathtub rear enclosure. It introduced a new tank style and was joined by a 500 cc version in 1959, the year the T120 Bonneville was first seen. 1960 brought the T100A unit construction Tiger in place of the old one that dated from prewar days and this completed the changeover to the modern design in the smaller engine capacities.

The 650 model continued with its separate gearbox until 1963 when the bigger unit construction engine was introduced. As before this was built in touring form as the 6T Thunderbird and in super sports form as the T120 Bonneville. Between the two came the TR6, no longer a dual purpose or off-road model, but simply a single carburettor Bonnie much as the old Tiger 110.

The basic touring 350 and 500 cc models were joined by the sporting Tiger 90 as well as the Tiger 100A and the latter became the T100SS and in time the Daytona, a very quick machine. The full bathtubs

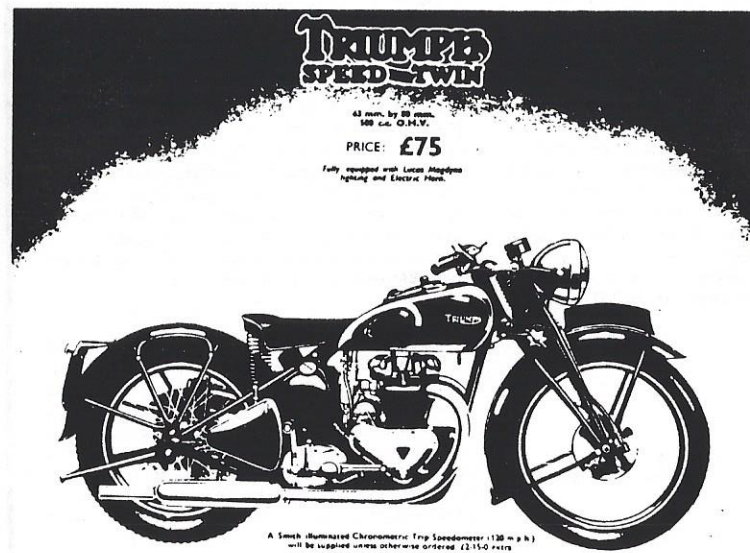
changed to partial skirts during this period and then were discarded as fashions in the late sixties swung to the café racer style and away from an enclosed touring image.

For 1971 there was a major revision to the range and the effects of this and other factors was to run the company into deep water along with BSA. There were major design problems, financial cramp and too many new models. A great deal of pruning had to take place but despite the problems 1972 brought a five-speed gearbox and a bigger twin of 750 cc capacity.

1973 saw the last of the 500 cc models produced with a few in a trail bike format as the Adventurer. The big twins carried on but that year the Triumph company and the Meriden works became a political football. The outcome of all the meetings, discussions, amalgamations and cash injections culminated with a sit-in by the workforce late in the year.

The men and women at Meriden were disillusioned by the setting up of the NVT group under Dennis Poore, by the BSA influences that had bedevilled them for years and the abrupt announcement that their factory was to close. So they set up their pickets and sat round the brazier for two long, hard winters.

Brochure picture of 1938 5T with chrome-plated headlamp as per parts list. The marquee lines were to run through all models and years



While they sat, there were two general elections, a change of government and as a result the Meriden workers' co-operative came into existence. In 1975 work began again on the later twins.

Model choice

Anyone who wishes to own a Triumph twin has a wide range of model types, engine capacities and years to select from. The one chosen is down to the individual and that person's choice is their decision alone, but for most people the machine they choose is determined by what is available and the depth of their purse.

Not everyone undertaking a restoration project actually starts with a complete machine. Some begin with a box of parts and often such jobs are the hardest to finish as parts are invariably missing. The box has appeared because the last owner allowed enthusiasm to run ahead of resources, stripped the machine and then gave up or was forced to give up. He is sure it is all there but has forgotten various parts already missing, lent, lost or strayed for all sorts of reasons and all problems for the new owner to solve.

The restorer also has to decide what is wanted and what is possible as the two are not always the same thing. Not everyone wants a concours machine but all should aim for a model in good running order if only because it is less likely to let one down on the road.

The aim may be to take a machine in poor condition and correct its faults so it becomes a pleasure to use on the road, even its appearance is quite nondescript. It