



Thunderbird Times

OCTOBER 2012

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

Branch Committee

A couple of changes – Robin has decided to give up the Regalia, Jim Bradley has offered to take the job on (after surprisingly few threats to his well-being). Paul Cooper has been co-opted as vice-chairman.

French Trips

Just two asides from my three, yes three trips, to France. Well my boy was laid off and can run the business, so I made the most of it. Paul and Sue Skeet and myself were joined on one of Roger Nicholls fun runs by a couple on one of those super duper Touring BMW's. All £15,000 worth. In lovely hot weather, we reached the end of our trip at the War Memorial on the west coast. On leaving, the BMW's renowned reliability quit and it would not start despite every effort, including bumping one ton of German steel. The couple eventually got the bike to a dealer only to be told it was a known fault, a bad switch - but they had none in France, nor Germany !!! It was still there, over two weeks later as far as we know and the owner has vowed never to buy BMW again after the lousy service, which included being asked to produce the bill of sale and all documents from the UK, £400 of taxi fares, three different garages, including a Honda dealer ??? He fancies a Explorer next, good man.

Only in France. Roger invited Tim Pring, Charlie Flannagen, myself and a non club mate Charles on a French rally, for a cancer charity. There were a few hundred riders complete with dozens of outriders stopping all traffic. But the weird part was a complete stranger asked us to take their kids on the run, 9, 11 and 13 years old. We pointed out that we could not accept responsibility but they did not care and we proceeded to carry the kids the whole 50 kilometres of the rally including three stops for food and drink (being French, wine, beer, cider and stiff coffee). Now who in England would let an unknown foreign rider belt around unfamiliar country lanes with their kids on the back with the possibility that they could be pissed by the end of the run. That is why we never let Tim Pring carry an innocent child. No Health and Safety over there, my kid had woolly gloves with tassels that her dad felt were just fine, refusing my offer of leather ones!!!. Oh, and I had great weather all three trips, yes, lucky git.

Ron Granger

New Bikes

I recently put my bike in for a service at Carl Rosner, I asked for a loan bike to get me to work. All they had was a 675 Street Triple so I thought I would see if all the hype in the press was justified. First impression was the riding position, You sit much further forward, almost over the top of the tank. The motor is very buzzy, it revs to 14000 and the suspension is firm. After a mile or so I opened the throttle a bit wider and the digital speedo suddenly displayed 50 mph, I think you could quite easily clock up points on your licence with this bike. The handling and brakes are excellent as you would expect from a sports bike. Overall I would say this bike is all about having fun, although to be honest I would not like to ride any long trips simply because of the riding position. My hands and neck soon began to suffer. When I got back on my Bonnie it was so much more sedate. It does exactly what it says on the tin.

I have heard lots of good feedback regarding the new Tiger 800 triple, so I rang Rosner's and asked if I could take their demo out for a ride. Basically all the switchgear is the same as the Bonnie, the main difference is the dash, with built in computer for speed, fuel and time etc. The bike is tall for those who are vertically challenged but the bike has height adjustments and a lowering kit is an option along with a lower seat. What I like about this bike is the lack of chrome and polished metal, so much easier to keep clean. Anyway once I had a quick check, off I went. The bike is well balanced and lighter than the Bonnie, you sit higher which takes a little time to get used to but once you're on the move the engine comes into it's own. Going up through the six gears is smooth and you can overtake in any one. The motor tends to have that typical Triumph whine which is not a criticism in fact it's quite pleasant. Handling is fine especially around the bendy lanes but once you're out on the straight open road you can really give it some cake and the response is instant. The digital speedo climbs effortlessly. I had fun on

this bike for the time I had it. If I was in the market for a versatile bike I think this would be a contender. The bike I rode was on a 12 plate with just 1400 miles in standard trim and up for sale at £6150. **Bob**

While on the subject of new bikes, Jack Lilley's regularly bring out special editions of various models, but this one caught my eye when I was there recently – based on the Bonneville TSX of 1981/2. (Their picture).



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THE BRANCH:

Meets at the Prince of Wales,

98 Morden Road, London SW19 3BP (020 8542 0573) every Tuesday from 8.30 pm.