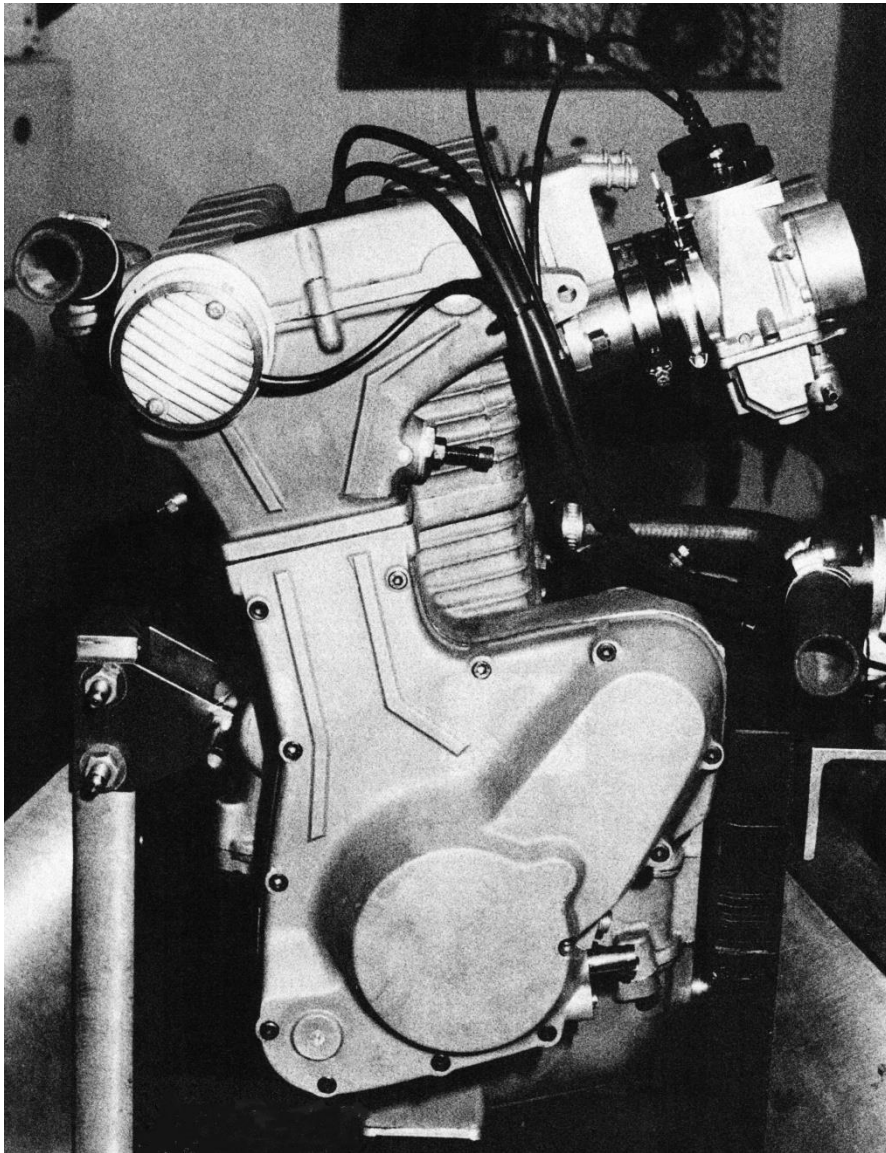


# VIBRATIONS!



What might have been.

## January 2022



**Triumph Owners M.C.C.**

**Northants Branch**



# Scribblings

Happy New Year to you all. Let's hope that 2022 provides some good opportunities to travel and to socialise. Though with the daily Covid infection rates currently measured in the 100,000s each day that might be a while yet.

Overseas trips may be particularly problematic with travellers having to work out what applies in the country of departure, country of arrival and any that you may just be passing through. Made more complex should the rules change during the course of your trip.

Subject to any revised guidelines from the government, the branch's calendar of events will be as shown on the next page. Any short-notice changes will be communicated via club night announcements and our Facebook page.



33 Argyle Street, St.James, Northampton NN5 5LJ  
Tel: 01604-582468

e-mail: [Sarge.Northampton@btinternet.com](mailto:Sarge.Northampton@btinternet.com)

## New Members

Welcome to the following new Branch members...

Steve Kent of Rushden

Alan O'Neill of Northampton

We hope to see you at our branch events.

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## 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](http://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.

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## Triumph Wanted

Hi, many years ago I owned a T100A and was a member at the club, moved about since then and now am looking for a classic Triumph twin. I have £3500 ish ,is there anyone in the club with something to sell.

**Best regards Dave Mills**

Please reply to: [davidtusson@gmail.com](mailto:davidtusson@gmail.com)

## Northants Branch Info and News

	<b>Events List</b>
Wed 5 <sup>th</sup> January	Club Night at The Crown, Hardingstone. 7.30pm
Sun 9 <sup>th</sup> January	Chilly Willy Charity Ride. Meet 10am at Billing Garden Village for 12pm departure. Proceeds to the Air Ambulance. Ignore any road closed signs, the Garden Village is still accessible.
Wed 18 <sup>th</sup> January	Club Night at The Crown, Hardingstone. 7.30pm
Wed 2 <sup>nd</sup> February	Club Night at The Crown, Hardingstone. 7.30pm
Wed 16 <sup>th</sup> February	Club Night at The Crown, Hardingstone. 7.30pm. General Knowledge quiz with questions set by Bob Swann.
Wed 2 <sup>nd</sup> March	Club Night at The Crown, Hardingstone. 7.30pm
Sat 12 <sup>th</sup> March	Annual Branch Dinner
Wed 16 <sup>th</sup> March	Branch Annual General Meeting at The Crown, Hardingstone. 7.30pm
Wed 30 <sup>th</sup> March	Club Night at The Swan. Newton Bromswold. 7.30pm
Sat-Sun 2 <sup>nd</sup> -3 <sup>rd</sup> April	Kickback Custom & Retro Bike Show at Three Counties Showground, Malvern, WR13 6NW.  Paul Humphreys' much-modified 1994 Trident 900 is one of the finalists on the Best Street Racer category.  <a href="https://www.ticketsource.co.uk/whats-on/worcestershire/three-counties-showground/kickback-custom-bike-stunt-show/e-vbzpxy">https://www.ticketsource.co.uk/whats-on/worcestershire/three-counties-showground/kickback-custom-bike-stunt-show/e-vbzpxy</a>

In addition to the above calendar, many ad hoc rideouts are being arranged via the branch's Facebook page.

Over-jealous use of double-yellow lines perhaps?



# 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).

1<sup>st</sup> and 3<sup>rd</sup> Wednesdays of each month, starting at 8pm.

For those months where there is a 5<sup>th</sup> Wednesday there will be an additional meeting at The Swan in Newton Bromswold, near Rushden.

## 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](http://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](http://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/](https://www.facebook.com/groups/northantstomcc/)

## Other Internet Links:

Triumph Owners MCC national website: [www.tomcc.org](http://www.tomcc.org)

Triumph Owners MCC events website: [www.tomccevents.co.uk](http://www.tomccevents.co.uk)

Triumph Owners Clothing: [www.tomccmerchandise.com](http://www.tomccmerchandise.com)

The club also has a page on Facebook: [www.facebook.com/groups/4526704577/](https://www.facebook.com/groups/4526704577/).

British Motorcyclists Federation: [www.bmf.co.uk](http://www.bmf.co.uk)

Motorcycle Action Group: [www.mag-uk.org](http://www.mag-uk.org)

Triumph Motorcycles: [www.triumphmotorcycles.co.uk](http://www.triumphmotorcycles.co.uk)

## 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](http://www.customkit.co.uk/northants-triumph-owners-club-52-c.asp)

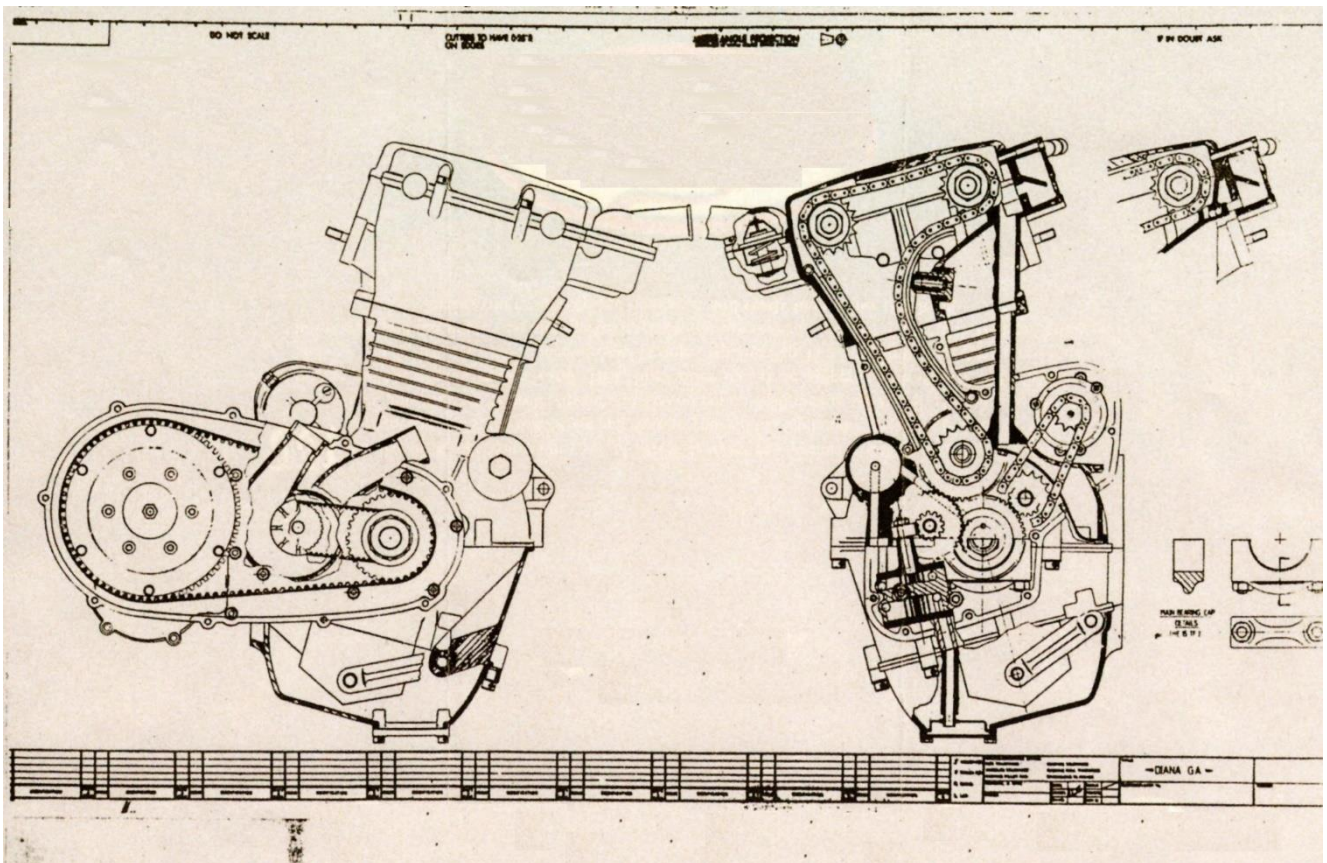
**Club Night Ordering:** If you would prefer not to go on-line you can place an order with Les Barras at one of our club nights. Your selection should then be ready for collection at the next club night.

# The Diana Engine

Right from its 1975 formation, the workers co-operative at the Triumph factory on the outskirts of Coventry was in a precarious financial position. The Meriden complex was far too large and many of the machine tools were just about worn out. On a factory tour in 1979 I can remember the machine that hardened the crankshaft drive sprockets looking as if it used a second-hand electric kettle element that had been bent into shape – hardly the image of a modern engineering facility. Our guide pointed out the shrapnel marks on the acid baths, which had been rescued from the Priory Street factory in the city centre after it was bombed in World War 2.

A lot of the limited R&D budget was being spent on keeping the 750cc twins up to date with emissions regulations. The T140E Bonneville and TSS models pretty much the last throw of the dice for the pushrod engines as far as the American market was concerned: electronic ignition, Amal MkII carbs and the engine breather routed back into the airbox. The TSS also got an 8-valve head, but that had problems of its own with porous heads and leaking head gasket seals.

In 1981 the management team came up with a spec for a new engine: a water-cooled parallel twin, 8-valve head, anti-vibration mechanism and belt primary drive. It was to be available in a range of capacities using modular construction. The result of this was called the “Diana” engine, seen on the front cover and here...



The engine was to be fitted to a new model known as the Phoenix. A display model of this was made for the 1982 Motorcycle Show at the NEC, though it was placed high up on top of the Triumph stand to help to disguise the fact that the engine was merely a clay and wood mock-up.

With money in short supply, the factory approached the West Midlands County Council for an injection of development finances. The man at the council charged with evaluating the bid went to Westlake engineering to provide a technical assessment, however (according to an article in Bike magazine) Westlake were also being paid by Triumph to do some development work on the engine. The phrase “conflict of interest” springs to mind.

# The Diana Engine



The Phoenix mock-up, back at the Meriden factory after its appearance at the 1982 bike show.

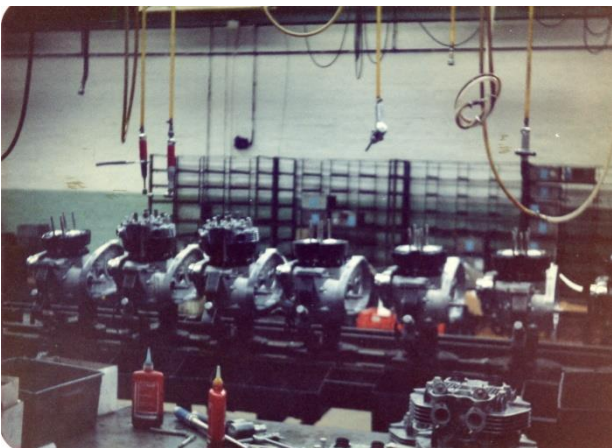
Whilst the West Midlands County Council did agree to provide a £465,000 loan for the Diana project this was recognised to be nowhere enough to keep Triumph afloat, and that additional private investment would be required. Who then did what and when is confusing and depends on whose account you read, but eventually the co-op closed in 1983.

After trying to sell Triumph as a going concern, the liquidators eventually decided to split up the physical assets from the intellectual rights. John Bloor privately acquired the Triumph intellectual and manufacturing rights, but contrary to legend, did not buy the factory and land for its subsequent housing development – what you can now see on the old factory site owes nothing to Bloor Homes.

Bloor's new Triumph company looked hard at the Diana engine but decided that the design had several shortcomings and had little scope for future development to keep up with what was being made elsewhere. They turned instead to developing the range of Trident, Trophy and Daytona triples and fours launched in the early 1990s. Bloor granted a 5-year licence to Les Harris to continue to produce the T140 Bonneville – keeping Triumph's name in the public consciousness until the first Hinckley machines appeared.

If you want to get a detailed account of the Diana/Phoenix project look for the article in the July 2008 issue of Bike. John Rosamond's book "Save The Triumph Bonneville" also provides insight into financial woes that beset the workers co-op. Make of this what you will - the Rosamond book lists the initial interest in buying the Triumph business as: Mr Castiglione (Cagiva), Mr Teerlink (Harley Davidson), Mr Bloor, Mr Shah, Mr Hall and two consortiums from India. The Indian bids evidently withdrawing as they could not get permission from their government to import the machine tools.

Hindsight suggests that the right person got it.



1979: Engine Assembly Line



1983: After the Meriden gates had closed for last time